

The Hongkong Telegraph

WEATHER FORECAST
FINE.
Barometer 30.04

(ESTABLISHED 1881.)

Copyright, 1914 by the Proprietors.

November 10, 1914. Temperature 6 a.m. 68. 2 p.m. 74.
Humidity " 70. " 65

November 10, 1915

Temperature 6 a.m. 74. 2 p.m. 81.
Humidity " 88. " 62

2956 號三十二月九年寅甲

TUESDAY, NOVEMBER 10, 1914.

二拜禮 號十一月一拾英倫曆

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

THE SURRENDER OF TSINGTAU.

TERMS SIGNED AND CITY TRANSFERRED.

The Guildhall Banquet Speeches.

EARL KITCHENER ON OUR ENORMOUS ADVANTAGES.

[From Our Own Correspondent.]

Holt Company Seize an Opening.

Singapore, Nov. 9, 1.20 p.m.
Messrs. Holt's, of Liverpool, are to acquire interests in the Straits Steamship Company.

An important building programme is contemplated, enabling modern steamers to engage in the Bangkok and Borneo trades.

[Reuter's Service to "The Telegraph"]

Lord Mayor's Show.

Nov. 9, 3.15 p.m.

The Lord Mayor's show to-day was a great military pageant, being London's first opportunity of acclaiming our soldiers and sailors.

The crowds rapturously welcomed the Canadians, Newfoundlanders and New Zealanders and cheered the London Scottish till they were hoarse, as also they did the Marines who fought at Antwerp.

The Guildhall Banquet.

Nov. 9, 8.55 p.m.

The Guildhall Banquet to-night, like to-day's pageant with the Dominion troops, assumed an essentially military aspect. There was a brilliant gathering representative of the Allies, who were especially toasted. Besides the honoured guests of France, Russia, Japan, Belgium, Serbia and Montenegro, there were present Ambassadors of the neutral Powers, and the usual splendid gathering of members of the Cabinet, past and present; and representatives of every section of the community.

Earl Kitchener's Speech.

Earl Kitchener, responding for the Army, said the soldiers in the field would deeply appreciate the toast. Every officer returning from the front said the men were doing splendidly. Earl Kitchener referred to the good work being done by the London Scottish and the Indian troops, and paid the warmest tribute to the gallant Allies, especially expressing admiration for General Joffre and the Grand Duke Nicholas. He affirmed: "The Empire is now fighting for its existence. I want every citizen to understand this cardinal fact. Only from a clear conception of the vast importance of the issue at stake can come the great national and moral impulse, without which Governments, War Ministers and even Armies and Navies can do little. We have enormous advantages in our resources of men and material and in our wonderful spirit, which has never understood the meaning of defeat. All these are great assets. These must be used judiciously and effectively."

More Men Wanted.

"I have no complaint whatever to make about the response to my appeals for men," added Earl Kitchener. "The progress of military training is most remarkable, and the country may well be proud of her recruits. But we want more men still—more men till the enemy is crushed. Our losses in the trenches have been severe; this will act as an incentive to British manhood."

Our Fine Army.

Earl Kitchener paid a heartfelt eulogy to the British Army. He said Field Marshal Sir John French and his generals had displayed military qualities of the highest order and the same level of courage and efficiency had been maintained throughout all ranks. The enemy also must reckon with the forces from the great Dominions, the vanguard of which we had already welcomed in very fine bodies of men. Besides these there are, he said, training in Britain over a quarter of a million men eagerly awaiting the call to take their place in the field and to sustain the credit of an Army which never stood higher than to-day.

TO-DAY'S LATEST WAR TELEGRAMS.

"Those Methodical Massacres."

The French Ambassador, responding for the Allies, emphasised that when history sought the responsibility for so much bloodshed, those burnings and those methodical massacres, the responsibility would not rest with the Allies. The barbarism raised by the dooms taught by professors reinforced by science was new to all times. The Allies believed in eternal justice, and awaited its decrees with unshakable confidence.

Enemy's Attacks Repulsed.

Nov. 9, 6 p.m.

A Paris communique states:—The German renewed their offensive against Dixmude and south-east of Ypres. The attacks were everywhere repulsed. We made progress at the end of the day along the entire front from Dixmude to the Lys. Nevertheless, the advance is slow, owing to the offensive which the enemy is assuming and to the enemy's effective organised defences.

The communique adds that fog rendered the operations difficult, especially between the Lys and Meuse. Our progress in the Centre was maintained.

Distinct Defeat.

There have been small engagements in Argonne and Verdun regions. There is nothing to report from Lorraine. The enemy made fresh attacks against Col-des-Saints Marie, suffering distinct defeat.

Tsingtau Transferred.

Nov. 9, 7 p.m.

The terms of the surrender of Tsingtau have been signed, and the city has been transferred.

French Telegrams.

We have been favoured by the Consul General for France with the following telegrams received Hongkong yesterday:—

(Havas Service.)

Nov. 7, 4.50 p.m.

The German offensive has failed everywhere. Comparative calm prevails on the Yser above Dixmude. We repulsed attack on Dixmude and around Bixchoote and again took the offensive in conjunction with British troops south-east of Ypres, checking a violent attack. We advanced around Verdun and in Argonne. We took, yesterday, on the whole front, a great number of prisoners.

M. Millerand (French Minister of War) went yesterday to the front at Chalons le Marne and Verdun.

Tokyo, Nov. 7.

Tsingtau surrendered at 7 a.m. the German and Japanese losses were important.

Paris, Nov. 8, 6.40 a.m.

We took the offensive between the North Sea and Lys and repulsed the enemy's attacks between Labasse and Arras. We advanced around Soissons.

Intense fog all day in North Champagne and Lorraine compelled our artillery aviators to show less activity.

A detachment of Indian troops, with British sailors, has occupied Fao, at the mouth Chott-el-Arab in the Persian Gulf.

After resistance lasting one hour, Anglo-Japanese troops entered Tsingtau.

(From French Foreign Office via Peking.)

Nov. 9, 2.20 p.m.

On the 7th fighting was not so violent between the North Sea and the Lys. Several German attacks in the region of Dixmude and north-east of Ypres, were repulsed. The Allies, taking the offensive on nearly the whole front, advanced, especially north of Meuse, around Soissons and the region Vailly. They consolidated their progress on the right bank of the Aisne and repulsed a German attack on Craonne.

French troops organised points d'appui recently captured by them.

The situation is excellent in Algeria and Morocco.

Nov. 9, 8.40 a.m.

There was a comparative lull on the 8th on the Yser. We repulsed German attacks in the region of Dixmude. The Allies again took the offensive south-east of Ypres and repulsed the enemy's attacks. The French troops advanced in the regions of Vailly and Verdun. The German attacks on the French Right Wing were repulsed.

TO-DAY'S LATEST WAR TELEGRAMS.

[In the event of Telegrams arriving too late for insertion on this Page they will be found on the Extra.]

EARLIER TELEGRAMS.

Enemy's Fruitless Efforts.

Nov. 9, 2.20 a.m.

A Paris communique published at 11 o'clock in the evening says:—

The enemy in the north appear to have concentrated activity in the region of Ypres, without result; we are holding our own everywhere. On the Aisne, north-east of Soissons, we reached the plateau of Vregny, where we had not previously set foot.

The Geier.

Nov. 9, 4.55 a.m.

A telegram from Washington says that the German cruiser Geier has entered Honolulu, also a steamer of the Norddeutscher Lloyd, alleged to be the Geier's tender.

[As we have already been notified that the Geier was at Honolulu, it is probable that the message should read "interned at" and not "entered" Honolulu.]

British Congratulations to Russia.

Nov. 9, 6.40 a.m.

A message from Petrograd says that the Grand Duke Nicholas, Commander-in-Chief of the Russian Army, has received a telegram from Earl Kitchener congratulating him on the brilliant termination of the second stage of the Russian operations. Earl Kitchener asked the Grand Duke to convey to the Russian Army a message from Field Marshal Sir John French, the British Army, and himself, expressing their admiration of the valour of the Russian Army. The British War Secretary added: "We are convinced that the joint efforts of the Allies will result in the final crushing defeat of the enemy."

Caucasian Port Bombarded.

Nov. 9, 6.40 a.m.

A telegram from Petrograd states that a cruiser of the Breslau type bombarded Poti, in the Caucasus. Russian troops drove off the cruiser with gun and rifle fire.

[Poti is a seaport of Russian Caucasus, at the Rion's mouth, on the east shore of the Black Sea, 200 miles W. of Tiflis. It was seized by Russia in 1828.]

MUTINIOUS BAVARIANS.

Prisoners Permitted to Escape.

Osten, Sept. 19.

Stories of insubordination among the Bavarian troops in Brussels and of collisions between them and Prussian soldiers are so numerous that it is impossible to ignore them. Many minor incidents showing mutinous behaviour of the Bavarians have been reported to me, but the most extraordinary story is brought by a representative of the Times who made his way here from Brussels yesterday. He says that six whole trainloads of French prisoners from Maubeuge were intentionally allowed to escape by their Bavarian guards.

The trains were halted at a point where some of the carriages were accessible from the street, and citizens began passing up cigarettes, fruit, and other small luxuries to the prisoners. After a while a countryman handed up his coat, when a prisoner immediately put it on and escaped from the carriage. The example

was imitated, the Bavarian guard ignoring what was going on, until finally there was a general exodus of the captives from the carriages. The great majority were still in their uniforms and took shelter in neighbouring houses.

That evening we went round among the townspeople and carried out of clothing came pouring in. At one depot alone over 400 suits were received and secretly sent out to men in hiding. The estimates of the total number of prisoners who were allowed to escape ran as high as 8,000. I have no doubt that the main incidents of the story are true and that there is in fact widespread insubordination among the Bavarians. Some of them refused to fire on a Belgian aeroplane which passed over Brussels, and 400 of them were afterwards marched through the streets under a Prussian guard, unarmed and wearing neither belts nor caps. The chief cause of their mutinousness (apart from the normal Bavarian dislike of the Prussian) appears to be insults, real or alleged, offered by Prussian soldiers to the Queen, who is, of course, a Bavarian. Photographs of her Majesty are said to have been treated by Prussian soldiers with insulting indecency.—Times Correspondent.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Fog is rendering the military operations in France difficult.

The terms of the surrender of Tsingtau have been signed and the city has been transferred.

Earl Kitchener's speech at the Guildhall Banquet is outlined by telegram to-day.

The Germans have concentrated their activity in the region of Ypres without result.

The Allies have reached the plateau of Vregny, where they had not previously set foot.

A cruiser of the Breslau type bombarding Poti, in Russian Caucasus, was driven off by gun and rifle fire.

At the Lord Mayor's Show our soldiers and sailors were loudly acclaimed, the Colonial contingents coming in for a rapturous welcome.

Messrs. Holt, of Liverpool, are to acquire interests in the Straits Steamship Co., by which modern steamers will engage in the Bangkok and Borneo trades.

On behalf of the British Army, Earl Kitchener has telegraphed congratulations to the Grand Duke Nicholas on the brilliant termination of the second stage of the Russian operations.

NEWS.

Further notes on the crisis appear on page 4.

Interesting war items are given to-day.

Results of the Shanghai Autumn Races are given to-day.

General news and an article on Zeppelin revelations appear on page 3.

"Our Contemporaries" appears on page 2; commercial news on page 9 and log book on page 6.

The s.s. Shirley bound from New York to the Far East, via Panama, has had to be abandoned in the Pacific owing to fire.

DON'T FORGET.

TO-DAY.

Bijou Theatre—8.15 p.m.
Victoria Theatre—8.15 p.m.
Hongkong A.D.C. "Blue Bird" Theatre Royal—9.15 p.m.

TO-MORROW.
Bijou Theatre—8.15 p.m.
Victoria Theatre—8.15 p.m.

Thursday, November 12.
Sale of Household Property—G.P. Lammer's Sales Rooms—3 p.m.

Friday, November 13.
Lecture on High and Low Temperatures City Hall—5.5 p.m.

Saturday, November 14.
Hongkong A.D.C. at Theatre Royal, "Blue Bird."

Boy Scouts Concert in Aid of the Prince of Wales' Fund.
Saturday, November 21.
S.K. Jockey Club, Extraordinary General Meeting.

German Supplies Captured.

A despatch from Rome states that a German train consisting of a hundred and fifty cars full of military supplies for Turkey was seized by the Roumanian authorities between Bakharev and Sarajevo. The German Government has protested against it, but the Roumanian Government will not liberate the train.

NOTICES

WILLIAM BRIGGS & SONS, LTD.,
DUNDEE.

BITUMINOUS PAINT and ENAMEL

THE WORLD'S BEST AND CHEAPEST.
ANTI-CORROSIVE FOR IRON AND STEEL.
Used on the Forth and Tay Bridges.

DODWELL & CO., LTD.
SOLE AGENTS.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.
CONTRACTORS TO HIS MAJESTY'S NAVY.

DODWELL & CO., LTD.,
General Managers.
Telephone No. 41.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment :-
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.
Write for Pamphlet and Full Particulars to
DODWELL & CO. LTD., Agents.



ASTHMA
CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of
NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

Price \$2.50 per bottle.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th August, 1910

OBTAINABLE EVERYWHERE

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 39 Colborne Street, 1st floor.

Hongkong, 29th Jan., 1912.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 2nd October, 1913.

NOTICES

DRAGON CYCLE DEPOT.
MOTOR CARS FOR HIRE AND FOR SALE.

PROMPT SERVICE.

ROWTON BRANCH, 26, NATHAN ROAD.

Tel. 482

Tel. No. 225.

WE "EXPRESS" TO ANY ADDRESS

WE CLEAR, WE SHIP, WE PACK.

WE CARRY, WE TRANSFER,

WE STORE, WE INSURE,

WE FORWARD TO ALL PARTS OF THE WORLD.

THE HONGKONG PARCEL, EXPRESS & STORAGE CO.

Telephone 1208.

3, Duddell Street

HOTELS.

THE HONGKONG HOTEL
AND
GRILL ROOM.

Hongkong, July 14, 1914.

J. H. TAGGART,
Manager.

GRAND HOTEL

THE COOLEST PLACE IN TOWN.
REAL COLD ICED DRINKS.

THE GRAND HOTEL ORCHESTRA WILL PLAY SELECTIONS DURING Tiffin and Dinner and at intervals during the day.

SPECIAL MONTHLY TERMS TO RESIDENTS.

Phone No. 197.

Tel. Address "COMFORT."

F. REICHMANN,
PROPRIETOR.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry. Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch meets all Steamers.

Telephone Address: "VICTORIA."

R. H. NORTH, Manager
Tel. 373

THE CARLTON HOTEL.

PERFECT SANITATION.

High Class Accommodation for Families at Moderate Prices.
Those desiring Economy combined with Comfort, Quiet and a Most Refined Home, Free from Household Annoyances, should inspect these Residential Quarters.
Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.

Under Personal Management of
O. E. OWEN, Proprietor.

Lipton's No. 1 Tea, 95 cts. per lb. Fochow Buds, 80 cts. per lb.
Our own special Blend of India & China Teas, 85 cts. per lb.
Roasted & Ground daily, the Best Java Coffee, 75 cts. per lb.
Absolutely the best Cup of Tea, Coffee, Cocoa, Scones, Cakes, &c. in Hongkong. Obtainable only at
THE ALEXANDRA CAFE.

Grand Hotel de l'Europe, Singapore.
BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of

F. P. BAUR, late SAVOY HOTEL, LONDON.

NEW MACAO HOTEL.
PRAYA GRANDE, MACAO.

The above Hotel will be opened on August 1st, 1914, under new proprietorship and European Management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, electric light and fans. Private and Public Bar and Billiards. Terms Moderate. For further information apply to
Tel. Add. "Phoenix." **O. C. MOOSO.**

HONGKONG TURKISH BATH & TOILET CO., LD.

OPEN DAILY

LADIES' DAYS, MONDAYS & TUESDAYS.

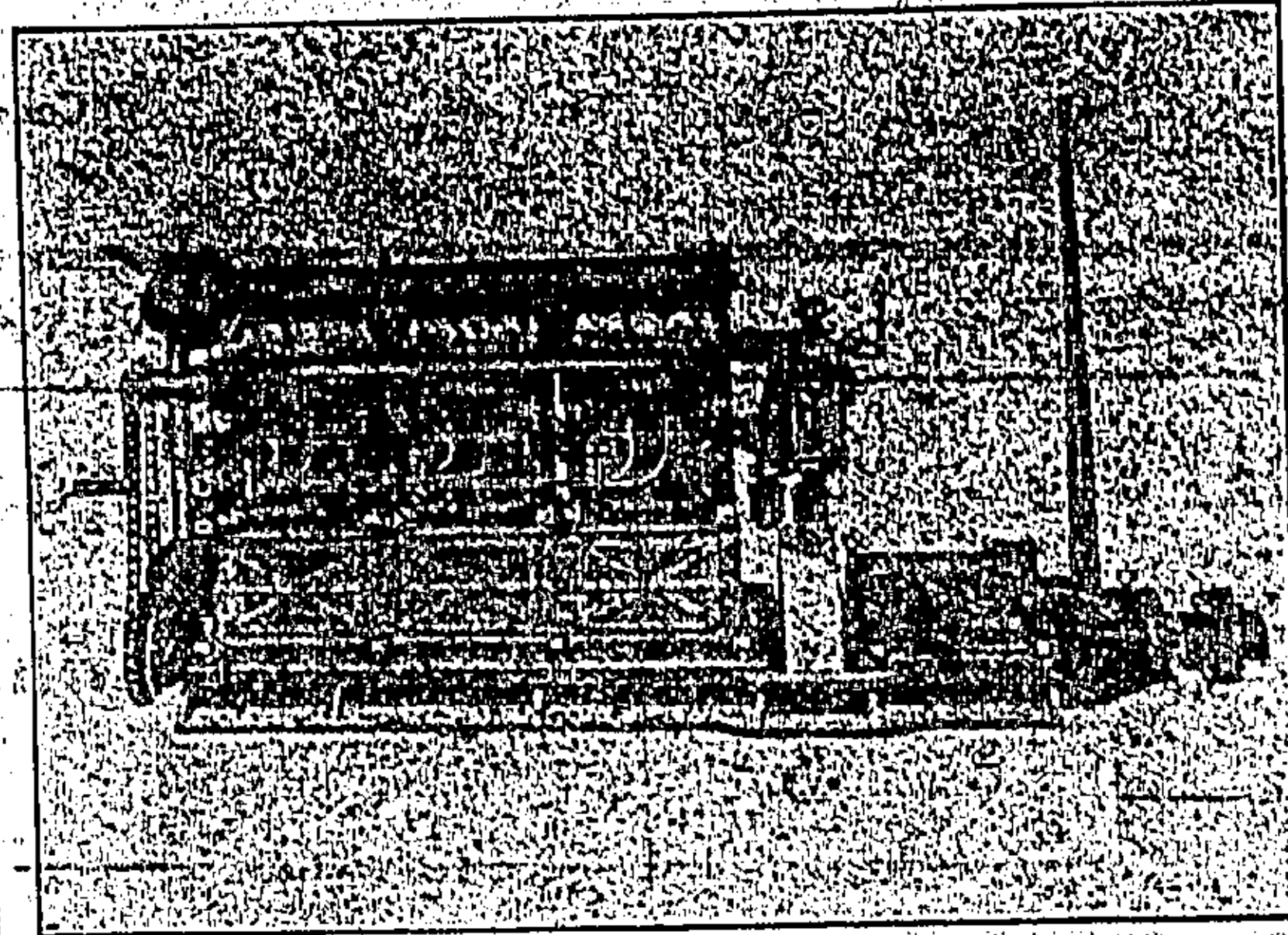
For Medical Bath Doctor's Prescription Necessary.
SPECIAL PRICES FOR VOLUNTEERS.

15, Queen's Road Central.

J. O. SOPIESS, Manager.

NOTICES

THE PENTA KEROSENE MOTOR



36 H.P. PENTA MARINE MOTOR

MOST RELIABLE ENGINE IN THE MARKET.
SMALL, COMPACT, ECONOMICAL. FOR STATIONARY AS WELL AS MARINE PURPOSES. VARIOUS SIZES IN STOCK. DEMONSTRATION BOAT IN HARBOUR.

FOR PARTICULARS APPLY TO

A.B. THE SWEDISH TRADING CO.
IN CHINA LTD.
YORK BUILDING (TOP FLOOR.)

OUR CONTEMPORARIES.

South China Morning Post.

Balkan Neutrality.
The part which Rumania will play no doubt turns upon the conduct of Bulgaria. The latter sees Serbia and Montenegro by the prosecution of a successful war strengthening their position; she sees Rumania waiting to increase her territorial possessions by the success of Russia, thus bringing under her rule 3,000,000 of Rumanians who are now living without rights under the Magyars, but for herself Bulgaria can see no room for expansion unless by taking side against Turkey; she recaptures the remainder of Thrace and, having established herself on the sea of Marmora, secures control of the Dardanelles, completing the downfall of the Turk in Europe. With Rumania in favour of the Allies, it would be strange indeed if Bulgaria should espouse the hopeless cause of Turkey, but when both Rumania and Bulgaria are beholden to Russia for their freedom the question resolves itself into one of whether modern antipathies can prevail against ancient obligations.

Daily Press.

Justice in China.
Much has been heard in recent years of plans for improving the administration of Justice in China, but very little in that direction seems to have been accomplished. Some of the old barbarous punishments have been abolished—on paper—and the treatment of criminals has in some respects been improved. The flood of Republican ideas which burst upon the country a few years ago indeed led to changes in judicial punishments which experience has proved were unwise. For example, a return has had to be made to corporal punishment for certain offenders, in place of a term of imprisonment. The pendulum, however, is not swinging right to the other side. Room was still left for further modifications of the punishments which the law decrees, and it is noteworthy that the President has issued an instruction to magistrates not to impose the death sentence for burglary. But attention needs to be drawn as much to the administration as to the character of the laws themselves. The Chinese would appear to have a great regard for the Jesuitical theory that the end justifies the means; but the means adopted recently in two or three cases for bringing offenders to justice reflect no credit on the administration of Justice in China, since they are lacking in the dignity which should characterise the course of Justice.

China Mail.

The Fall of Tsingtau.
The casualties clearly indicate that the Japanese bore the brunt of the attack. On the sea H.M.S. Triumph co-operated, and did much damage with her guns while, on land, British and Anglo-Indian troops, under Brigadier-General Barnardiston also took part. The latest news states that the Germans have accepted the Allies' terms and that the transfer of the port will take place tomorrow. The enemy may not have complied with the Kaiser's "royal and imperial command" which is believed to have been that they were to fight "till the last man fell" but in adopting the course they have adopted they have acted more sensibly. Tsingtau, doubtless, would have fallen much earlier had the Allies been less humane in their methods, as it is clear that they wished to avoid all unnecessary bloodshed. Thus closes one of the most important features of the great war, for it means that the Germans have lost not only their most valued and their greatest possession in the Orient, but they have also lost the prestige that was theirs in this part of the world. The Allies will now be able to devote more attention to other parts of the Far East and particularly to the depredations of the "Emden" which all along has been allowed too much scope to continue her mischievous career.

For a good solid meal & a Carte or Table d'Hôte with Wines & Liquors of the Best
—ALEXANDRA CAFE

YOU WANT A MOTOR CAR? ALL RIGHT.

PHONE 1036

THE EX'LE GARAGE.

33-35 DES VOEUX ROAD,

Where You will get Expert Service and every Satisfaction

Telephone No. 1683.

RAMSEY & CO.

12, POTTINGER STREET, HONGKONG.
TYPEWRITER SPECIALISTS.

Typewriters Cleaned, Repaired, and Broken Parts Replaced.

PITTSBURG VISIBLE TYPEWRITER.
(Best American make) Price \$170.00

Ribbons for all Machines and Carbon Papers of different sizes and colours. Typewriter Erasers, Oil and everything relative to Typewriters.

FOR SALE:—Clippers Paper Fasteners, Cheque Protectors, Numbering Machines, Safety Pocket Lighters, etc.

Selected novels by well-known authors. Cycle and other machinery cleaned and repaired. Prices very moderate.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS
Factory at Yuenai

OFFICE: No. 35, Des Voeux Road, W.
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1043.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

GENERAL NEWS.

Chilean Paper Currency.
Santiago (Guile), September 26.—The Chilean minister of finance in a statement issued today announced that although the country was experiencing financial difficulties owing to the European war, the Government would not increase the emission of paper currency.

Graduation of Chinese Cadets.
On October 27, the Military Officer School of Paoing held its first graduation exercise which was attended by quite a large number of visitors. General Ying Chang represented the President at the celebration and distributed diplomas to the cadets. A military review was held afterwards.

Negro Assailant of Girl to Hang.
Salisbury, Md., Sept. 29.—After a session, which lasted until after 2 o'clock this morning and which continued today, a jury here found James Dutton, a young negro, charged with assault on a white girl, living near Cambridge, guilty. The jury deliberated seven minutes, and he was sentenced by Judge Jones to be hanged. The case was removed from the Dorchester county court after a jury at Cambridge had found Dutton guilty. Dutton had been employed by the father of Miss Margaret Gillis and on the night of July 23, 1913, Miss Gillis awakened to find the negro in her room, with his fingers about her throat. After a hard struggle she screamed and Dutton fled. The shock threw Miss Gillis into a nervous condition, from which she has not yet recovered.

Taxes in China.
The N. C. Daily News Tain-ohow, Kamsu, correspondent writes on October 10:—Everything entering this district is so heavily taxed just now that gro from other parts are scarce and dear. Even money brought from other provinces is taxed. The country people are not bringing in their grain, and no wood is to be brought on the streets because of the soldiers here, who seize the wood and other products from the farmers and give little or nothing in exchange. Because there has not been any order prohibiting the growth of opium we hear that some people are growing it in out-of-the-way places.

Evacuation of Vera Cruz.
News from Washington of September 10, says that President Wilson has ordered the American troops to evacuate Vera Cruz. Two reasons are behind his action—first assurances on the part of General Carranza that he will soon appoint, in conjunction with his lieutenant, a civilian as Provisional President; secondly, the growing discontent in Mexico with the situation at Vera Cruz.

A Chinese Magistrate's Corruption.
Ting Fang-ming, the Magistrate of Hanchenghsien of Hupeh, has been charged with corruption and the acceptance of bribery, etc., by the people of that district, says the Peking Daily News. In a petition to the Censorate, they give details of his crime. The Governor of Hupeh has now been instructed to examine the case and report to the Government. He has wired to Peking stating that the charges were found true, and that the magistrate in question was released from his office on October 8 and requesting that he be turned over to the Commission for the Punishment of High Officials for trial.

Welsh Church Bill.
London Sept. 25.—Lord Parmoor, Chairman of the House of Laymen of the Province of Canterbury, has, with the sanction of the Archbishop of Canterbury, called an emergency meeting of the House of Laymen to consider the position created by the action of the Government in placing the Welsh Church Act on the Statute-book in a time of national crisis. The meeting was to be held at the Church House on Thursday, October 15, at 1.30 p.m. The Bishops of St. Asaph, St. David's, Bangor, and Llandaff have sent a letter to all the beneficed clergy of Wales, stating that in the present circumstances, when so many Welsh Churchmen have gone forth to defend their country, and when all are deeply absorbed in the duties laid upon them by the war, they cannot now summon Churchpeople for counsel and action, but this will be done as soon as may be possible.

German Paper Currency.
Santiago (Guile), September 26.—The Chilean minister of finance in a statement issued today announced that although the country was experiencing financial difficulties owing to the European war, the Government would not increase the emission of paper currency.

NOTICE



NEW VICTOR RECORDS

THE LATEST.

SONGS.

DANCES.

SELECTIONS, etc.

INSPECTION INVITED.

EXCLUSIVE DISTRIBUTORS:

MOUTRIE'S.

ZEPPELIN

"REVELATIONS."

The X-15 and its Di-Oxygen Gas.

Herr Armgaard Karl Graves, some of whose revelations were published recently in the *Telegraph*, has a chapter in his spy-book, on Germany's aerial preparations. He disclaims in an opening chapter any desire to be sensational, but it is evident that here, at all events, he cannot altogether repress a tendency to try and make our flesh creep. He talks of disclosing facts "known only to the General Staff at Berlin," yet beyond certain quite inconclusive statements about such mysterious things as the "Zeppelin X-15" and a new secret and non-inflammable "dioxygen gas" superseding the usual hydrogen, to say nothing of a new material (sic) lighter than aluminium, "which England or France would give thousands of pounds to possess" (what about duralumin?), he tells us nothing we did not know already.

When he comes to deal with actual facts, in his account of Heligoland, for example, his knowledge seems strikingly out of date, says the *Globe* in a recent comment, while, for the rest, his writing suggests that he has taken too seriously some very "tall stories" from his wise friends of the Great Berlin General Staff—such as the statement that Germany has 50 huge Zeppelins, and that "these new war monsters can carry 14 tons of explosives." Some of his statements are simply nonsense, for example, that for an aviator it is a harrowing experience to fly at a height of 8,000 ft., whereas Zeppelins travel in comfort at 10,000 feet, "or thousands of feet higher"; also a remark which suggests that Herr Graves holds the opinion that a Zeppelin can get above an aeroplane, which is contrary to reason.

Then, again, what is the logic of a statement such as this:—The X-15 sailing over London could drop explosives down and create terrible havoc. They don't have to aim. They are not like aviators trying to drop a bomb on the deck of a warship.

Herr Graves does not tell us why aviators (i.e., men in aeroplanes) should not join in the pleasant work of dumping explosives on London instead of confining their attention to the deck of a battleship.

Above all, he seems to imagine that Germany has confined its attention to building dirigibles, and that this shows how little use are "aeroplanes, biplanes, monoplanes, and the other innumerable host of small craft" (whatever that may mean). No further answer to this is required than that the Germans have adopted heavier-than-air craft, and on a very extensive scale. It is a pity that Herr Graves' friends on the General Staff at Berlin did not tell him this—although he must be one of the very few people in the whole of Europe who was not aware of it.

Herr Graves mentions elsewhere in his book that he attended a

FOR THE LADIES.

MADAME D. C. CASULLI, a Parisian Dressmaker and Certificated Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firms of OLIVAN-BREVET, DOUILLLET, and BEER of Paris—a Special Firm for purchases in Paris.

Sole Agent for Hongkong, Kowloon, Macao, and Canton. All Goods coming from that Firm are to be sold at the same Rate as in Paris. The latest Catalogue will be placed at the disposal of the Ladies, if required. Madame D. C. CASULLI, Peak Hotel, Rooms Nos. 91 and 92. Hongkong, 5th November, 1914.

THE KAISER'S DREAM.

German Plans for Capture of Paris.

An account is given in Paris, of the programme which the Emperor William had arranged for his stay in Paris, where he expected to arrive between August 15 and 20.

The programme included the capture of M. Poincaré and the Ministry, of the British and Russian Ambassadors, and of the Directors of Banks and the Presidents of the Chamber and Senate, an embargo on the Bank of France, the detention of numerous political and financial personalities, and of writers hostile to Germany, of whom the German Embassy had prepared a list before mobilisation.

The confiscation of the Public Debt register was also provided for, so as to compel French Government stockholders to accede to all exactions and to demand peace. Once Paris had been occupied, an army of 600,000 reservists would, in the German estimation, have sufficed to maintain order south and north, while 25 first line German corps would have marched against the Russian. —Reuter's Special Service.

Kaiser at Nancy.
The *Figaro* published details of the attitude of the Emperor William when he was present at the battle of Nancy.

The fierce attempts of the Germans to pass through Champenoux and Grenier are explained by the fact that the Emperor was at Amance. A French magistrate saw him, accompanied by a force of 10,000 cavalry, in parade dress with whom the Emperor intended to make a triumphant entry into the capital of French Lorraine.

His Majesty had alighted, and was following the movements of his army with his glasses, when suddenly, under the pressure of French troops, the Germans beat a retreat. The Emperor jumped on his horse and immediately turned his back upon Nancy, followed by his brilliant cavalry. —Reuter.

school for spies some years ago. The date he gives shows that it was a time when the art of aviation was in its infancy. This may account for his woeful ignorance on aeronautical subjects.

Prepaid Advertisements

ONE CENT PER WORD

FOR EACH INSERTION.

TO LET.

TO LET.—Top flat Humphreys Buildings, Kowloon. Immediate occupation if desired. Four roomed houses at Kowloon, cheap rentals.

Apply to: HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Buildings

TO LET.—Queen's Building. The South-West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank.

Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Houses in Clifton Gardens, Conduit Road. 1 Hillside, 110 The Peak. Godowns, New Praya, Kennedy Town.

Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—168, The Peak. "The Kennels." Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—2 Canton Villas, Kowloon. Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Nos. 19, 21, 23, and 25, Shelley Street, newly painted and colour washed. No. 59 The Peak (5 Cameron Villas) BEACONSFIELD, Battery Path.

TO LET.—No. 19 Bellis Terrace. "KIRKENDON," furnished. No. 122 Plantation Road, Peak. Apply to: LINSTEAD & DAVIS.

TO LET.—No. 3 "Ormsby Villas" Kowloon. Buildings at the rear of Lysemoon Villas. Can be used for Stables or Motor Garage. Apply to: SPANISH DOMINICAN PRO-CURATION.

TO LET.—2 roomed Office 2nd Floor No. 14 Pedder Street. For other particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—Immediate Possession, No. 27 Conduit Road. 2 large Reception Rooms, 3 excellent Bed and Bath Rooms and other Offices. Furnished throughout. Moderate Rent. Apply to PERCY SMITH, SETH & FLEMING, No. 51 Queen's Road Central, Hongkong.

TO LET.

TO LET.—Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak. Apply to: LINSTEAD & DAVIS.

TO LET.—Nice Flats of ROOMS, in Kowloon; suitable for Europeans. Airy, in good locality, Electric Light, Water, Bathroom, Kitchen. Moderate rent, varying from \$20 to \$40. Telephone accommodation. Also furnished Rooms. Apply H. Ruttonjee, Royal George Hotel.

TO LET.—Two Rooms in Ground Floor of No. 2, Bay View, Mody and Chatham Roads, Kowloon. Apply:—No. 1, Bay View.

TO LET.—Ravenshill West, No. 3, Park Road; Tennis Court. Apply to DEACON, LOCKER, DEACON & HARTON, Hongkong, 29th October, 1914.

TO LET.—Part of Ground Floor 25 Des Vœux Road Central; splendid situation. Apply DRAGON CYCLE Co.

TO LET.—Offices in No. 3, Queen's Buildings. Moderate rent. Apply to "S" c/o "Hongkong Telegraph."

TO LET.—No. 6, Morrison Hill, immediate entry. Apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—"Merville" 161, "Belvoir" 163 Wanchai Road. 5 roomed houses, view of harbour. Apply:—167, Wanchai Road.

WANTED.

COMPRADORE Wanted; must be guaranteed and be well-known in the Sundry Import Business. Apply to Box "D" c/o "Hongkong Telegraph."

WANTED IMMEDIATELY. European Ship's Doctor for voyage to London. Apply to JARDINE, MATHESON & Co., Ltd.

OFFICES and Godowns Wanted; Central situation preferred; replies, which should give full particulars as to rent; etc.; to be sent to Box "C" c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—20 Foot Teak Wood Boat fitted with 19 H.P. Motor. Speed 6 to 7 knots. Apply "X.Y.Z." c/o "Hongkong Telegraph."

NOTICES.

FROM POLAR REGIONS TO EQUATOR we smoke

CAPSTAN

MIXTURE

MILD, MEDIUM AND FULL STRENGTH

W. D. & H. O. WILLS. BRISTOL and LONDON.

LANE, CRAWFORD & CO.

NEW STOCKS OF

THE CELEBRATED

"LINCOLN AND BENNETT"

GENTLEMEN'S

FELT & STRAW HATS

LATEST LONDON SHAPES.

LANE, CRAWFORD & Co.

"GAILL"

PORTABLE MOTORS. Shipments just to hand with the latest improvements. Many exclusive features not to be found in other portable Motors. Let us give you a demonstration. Two Sizes:—2 3/4 h.p. & 3 1/2 h.p.

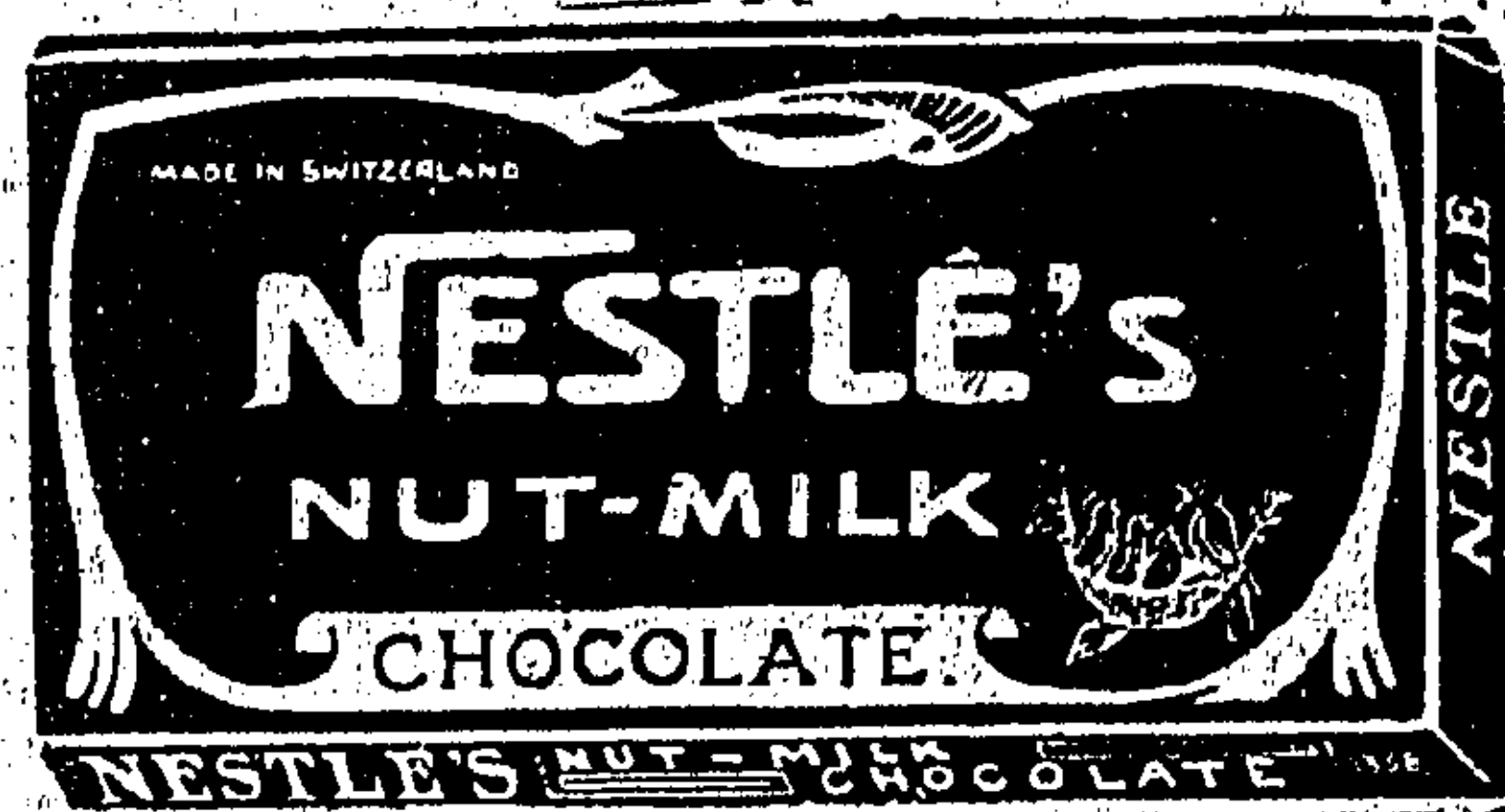
Batteries or Magnetos.

ALEX. ROSS Co., 4, DES VŒUX ROAD CENTRAL. Telephone 27.

CANTON AGENTS, LONG YUEN Co., 34, SAP PAT. PO.

NESTLE'S NUT MILK CHOCOLATE.

A TASTY SWEETMEAT OF THE FIRST QUALITY, PURE, WHOLESOME & NOURISHING.



YOU CANNOT MISTAKE ITS DAINTY PACKING OF RED & GOLD.

ON SALE AT ALL CONFECTIONERY STORES.

KELLY & WALSH, LIMITED.

NEW WAR PUBLICATIONS.

THE BRITANNIC REVIEW—Special War Number	80	THE GERMAN SPY SYSTEM IN FRANCE	50
A. B. C. GUIDE TO THE GREAT WAR	80	A MANUAL FOR NURSES by S. Welham	80
THE SIEGE OF LIEGE by an Eye-witness	80	THE WAR BOOK OF FACTS—3,000 Figures and Facts	225
MEN AROUND THE KAISER by F. W. Wille	175	PAR-GERMANISM by Roland G. Usher	175
GERMANY'S SWELLED HEAD—The Book that Impressed King Edward	80	JENA OR SEDAN—A WAR NOVEL by F. Beyrlum	175
THE FLEETS AT WAR by Archibald Hurd	80	WHY BRITAIN IS AT WAR by Sir Edward Cook	25
THE CAMPAIGN OF SEDAN by George Hooper	80	WHY WE ARE AT WAR—Great Britain's Case	175
		THE BATTLE OF DORKING	40
		THE OLD VOLUME 1914	80
		TWO GREAT NOVELS by Grant Authors	
		THE LAUGHING CAVALIER by Baroness Orczy	175
		THE AUCTION BLOCK by Rex Beach	175

N. LAZARUS



The Oldest Established Opticians in the Far East, with the most up-to-date Apparatus.



MANAGING PROPRIETOR

H. TOBIAS, F.I.O., F.S.M.C. (LOND.)

THE ONLY BRITISH QUALIFIED OPTICIAN IN HONGKONG.

TEL 1292

1a D'AGUILAR STREET.

THE BLUEBIRD IS COMING.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

ROBT. PORTER & CO'S

CELEBRATED

BULL DOG

BRAND

LIGHT ALE

IN PINTS & SPLITS

Very light, extremely palatable & refreshing. Brewed from the finest ENGLISH malt and hops.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamene, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

傳信無非廣其言事聞要訪探大正陸軍官報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition. Western Union
Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, TUESDAY, NOVEMBER 10, 1914.

HOW DO AMERICA'S SYMPATHIES LIE?

In to-day's issue we print a letter which one of America's best-known journalists, Mr. Mark Sullivan, has addressed to the Times, on the subject of the present war. It will be seen that, throughout, Mr. Sullivan's letter shows him to be in entire and undisguised sympathy with the action of Britain and her allies, and since, from his position as a front-rank newspaper man, he should know the trend of contemporary thought in his own country, we are bound to regard his expressions as being to a reasonable extent authoritative; as an echo, in fact, of American public opinion.

He speaks, among other things, of "the position of guardian and defender of democratic ideals which England has filled so long and so well." For the sake of England's credit in the States it might be well if Mr. Sullivan would re-publish his letter there, for many of his compatriots have not grasped the important truth which he lays down so neatly here. Many are of opinion that there is no such thing as a wholesome democracy in Britain; many believe that Britain herself deliberately stirred up this war in order to gain for herself more territory; while many others, who do not allow their imagination to run away with them quite to that extent, still feel it incumbent on them to say that there is nothing to choose between the Allies and the Germans; that both parties are out for plunder and care nothing how much innocent blood may be shed meanwhile. Another party still, is telling us that the European Powers are in a conspiracy to crush democracy and to establish militarism and absolute monarchy in its stead. They do not seem to detect the slight flaw in their own logic where France is concerned. France is every whit as anxious to carry on the war as England or Russia. And yet France is republican! We can see the French enjoying a quiet smile at being accused, by uncorrupt America, of wishing to establish not only militarism but monarchy.

It is to folk who think, or profess to think, along such foolish lines as these that their countryman's letter should come as something new; something worth grave thought and we trust something convincing. Not only does Mr. Sullivan outline in a word or two what Germany has done, but he tells his readers, in quite unvarnished fashion what ought to happen to her. "I hope England will fight just as long as it is necessary to fight, and will end the fight only in one way—by measuring out justice to the German Emperor as a criminal among men." This is a time for plain words and plain deeds, and by no means one for mandarin talk about the usefulness of kings and the beatific condition of republics; time enough to thrash out questions like that later. The Americans are credited with being a practical people; we hope that they will prove their claim to the virtue of practicality by listening to what one of their number has to say as to the rights and wrongs of the European war.

Luther's Anniversary.

Yesterday, November the Ninth, was the 451st anniversary of the birth of one who may be termed, justly enough, one of the greatest of Germans—Martin Luther to wit. Hackneyed nicknames are, as a rule, both irritating and misleading, but "the monk that shook the world" is, in this case, an apt enough sobriquet. Luther did shake the world, though whether for the world's good or not is a matter that no individual is able to decide. The modern historian is not quite so charitable to the renegade Augustinian as most of his fore-runners were. We say "most" because (to quote only one case) Hallam, in his History of European Literature, more than half a century ago destroyed with ruthless hand many of the beautiful qualities which partial biographers had attributed to him. At that time England preferred to listen to what Carlyle in his "Heroes" had to say about Luther, and turned a deaf ear to the manifestly unprejudiced views of Hallam.

The Real Man.

Atheistic France and philosophical Germany, however, found much in Hallam that tallied with what their own more impartial critics had to say about Dr. Luther; and though neither could, by any stretch of imagination, be suspected of sympathy with his avowed religious opponents, they made no bones about challenging his right to the species of canonization that his more extravagant worshippers considered his due. We prefer to look at the man himself, independently of the views with which he has become identified. Luther was one of the world's strong men, and, as such, is entitled to universal respect. Few people in England to-day believe half the good things said about him in the story books. Men who "shake the world"—Julius Caesar, Mahomet, Cromwell, Bonaparte, etc.—are apt to perform one "shake" for humanity to every three for their own advancement or glorification. Perhaps Hallam was not far out in denying that Luther was any exception to this rule.

A Street Nuisance.

It is about time the police paid some attention to the hordes of Chinese hawkers who, with portable stalls, take up their stand along pavements in some of the main streets of the Colony and there do a roaring trade in sweetmeats, peanuts, and fearfully and wonderfully made Chinese comestibles. Not only do these folk obstruct pedestrians, but the points at which they stand are soon turned into a picture of filthiness and disorder. This morning in Queen's Road Central we saw one of these gentry with his peanut stand on the pavement, while not a hundred yards distant was an Indian constable who was doing nothing more strenuous than killing time. Probably had a Telegraph newsboy appeared on the scene he would have been roused into activity. As it was, he appeared to be doing a little day-dreaming.

VICTORIA THEATRE.

Readers are reminded that the first series of war pictures specially sent out from Home to the Victoria Theatre will be shown to-night. The series is known as "The Outbreak of War" and it gives, realistically enough, the movements of troops and ships that marked the early stages of the present campaign. To people who are ten thousand miles away from the stirring scenes depicted, this film should be a rare treat, and we can safely look forward to hearing of some full houses at the Victoria on those evenings on which they are screened.

Chinese Officer's Suicide.

Major General Ma Chung-shiao had been impeached for falsely accusing the innocent and illegally putting people to death and had been recalled by the Chao-wu General of Kansu to the provincial capital for investigation. Being afraid of punishment, the Major-General committed suicide by throwing himself into the river a few days ago.—Peking Daily News.

DAY BY DAY.

A LITTLE THING, A SUNNY SMILE,
A LOVING WORD AT MORN
AND ALL DAY LONG THE DAY
SHONE BRIGHT
THE CARES OF LIFE WERE MADE
MORE LIGHT
AND SWEETEST DAYS WERE BORN.

The Weather.

Lower level 8 a.m. Temp. 72; fine.
At the Peak 8 a.m. Temp. 61; fine.

The Mails.

English Mail.—Arrived to-day.
Siberian Mail.—Closes to-day at 4.30 p.m.
Canadian Mail.—Closes to-morrow at 1 p.m.

Count the Columns.

Yesterday the Telegraph published 37 columns of solid reading matter. To-day there will be 37 published.

The Dollar.

The rate of the dollar on demand to-day is 1s 8.9.163.

Consul at Home.

To-morrow is the birthday of His Majesty the King of Italy and the Italian Consul General, Comm. Volpicelli, will be in his office to receive visitors from 11 a.m. to noon.

No Great Catch.

The Vice Consul of the Netherlands reports that some person stolen from the cabin of the chief officer of the s.s. Tjikembang, a pewter box containing papers and certificates of practically no value.

Foki Suspected.

An accountant of the Wah Fing printing shop, of 304, Des Vaux Road West, reports that some person stole, from his house, clothing valued \$5 and \$40 in money. He suspects a foki.

Sent to Hospital.

A woman named Chan Yung, residing at 101, Temple Street, Yaumatei, has been sent to hospital suffering from wounds to the head and hands, alleged to have been inflicted by a man in custody.

House Entered.

A Chinese married woman, of 9 Wellington Street, reports to the police that some person entered her house by a trap-door on the roof, which was open, and stole jewellery valued \$13 and clothing valued \$3.

Robbed While Sleeping.

Reuben Thomas Salt, C.E.R.A., H.M.S. Ribble, reports to the police that between the 7th and 8th inst. while sleeping in the Naval Canteen, he had stolen from under his pillow a silver watch and chain valued \$115.

Probably Suicide.

This morning a case, apparently one of suicide, was discovered on Morrison Hill, when a Chinese man was found hanging from a tree. He had been dead for about eighteen hours. The body was cut down by Inspector McHardy and sent to the public mortuary.

Acknowledged.

In the list of contributors to the Ministering Children's League Bazaar on the 3rd October in the grounds of Government House, the name of Messrs. Moutrie and Co., who lent the piano for the theatricals, was omitted. To them Lady May (President of the League) returns her best thanks.

The Government's Duty.

"The Government should have made provision against that sort of thing long ago," remarked Mr. J. R. Wood at the Police Court this morning, when fining a Chinese \$1 for committing a nuisance near Belchera Fort. Inspector P. O'Sullivan said the commanding officer had written complaining of this sort of thing, and notices had been posted up everywhere.

THE "BLUE BIRD."

In addition to the second performance to-night and the third on Saturday 14th, it has been decided to have a matinee on Wednesday 18th inst. at 4 p.m. to which children will be admitted at half-price and grown-ups at the usual theatre prices. Booking for the same has now commenced. Special reduced rates can be arranged for large parties by applying early at Messrs. Moutrie and Co.

NOTES ON THE CRISIS.

THE RUSSIAN STEAM ROLLER.

Some Reflections on the Fighting in France.

Every day is making it plainer and plainer that the Russians have now definitely turned the corner and are keeping their opponents "on the run." Yet to-day's telegrams contained the glad tidings that they have been meeting with marked success in their invasion of East Prussia, while more important still is the news that they have succeeded in entering German territory from Poland. This latter advance is obviously a continuation of the progress from Warsaw via Lodz, as the point at which the frontier has been crossed is almost directly west from the latter place, and, incidentally, is on a line pointing to Berlin. The significance of these successes can be readily perceived, and that they are of immense importance, is proved by the circumstance that the British military authorities have seen fit at this juncture to convey congratulations to the Russian Army and to express the conviction that the joint efforts of the Allies will result in the final crushing defeat of the enemy.

Then and Now.
If we recall the recent past we shall see what a change has come over the situation so far as the Russian operation is concerned. In the early days of the war, when the Russians were threatening both Prussian and Austrian territory, the enemies' counter-offensive consisted in a simultaneous drive from the western part of East Prussia southward against Warsaw, and an Austrian drive northward from western Galicia towards the same objective. The German move met with success, for the Kaiser's troops succeeded in getting into close touch with Warsaw. But the success was only a temporary one, while the Austrian drive completely failed. The Russians were not to be caught in this way, and to-day we find them doing the driving and both the Germans and Austrians fleeing before them. If present progress continues, the Russian activities should completely transform the whole outlook in the war.

Slow but Sure.
For the moment, however, the main theatre of hostilities is still in the west, where bitter fighting continues to take place. Here the Allies are giving ample proof of their mettle in facing a foe brought to the point of desperation by a knowledge of the fact that the final issue will seal his fate one way or the other. The progress we are making is slow, but it is none the less real on that account. The critical spectator—and Hongkong harbours as many of these individuals as any other place—is always impatient when operations are gradual. Somebody must be in rapid retreat all the time to satisfy him. He, of course, follows the fighting only in thought; he does not feel the overpowering fatigue, the many exciting and troublesome doubts of the officers in the field. The wise man, on the other hand, knows that precipitate action here, or a false step there, would, in a fight like the present, mean the undoing of very many weeks of stern battling; he sees that caution, a tactful disposition of forces, and a consideration of strategic possibilities must mark the successful pursuit of the campaign.

Another Contrast.
With these points in mind, therefore, we can well afford to await developments in the assurance that we have good men and true directing the operations—men who, when the favourable moment arrives, may be trusted to strike while the iron is hot. Taking the long view of matters, again, there is every cause for satisfaction at the way events are turning out. It was not so very long ago, let it be remembered, that the Allies' Left Wing had been driven in hot pursuit by von Kluck's forces from the Belgian border for a distance of more than 120 miles. Paris was threatened. The Government had fled. The hope of making a stand against the Germans was dim indeed. To-day the situation is far different. We have tasted the joys of pursuit as well as the galling experience of retreat, and to-day we have driven the invaders back over the border which they had previously crossed. What is more, we are presenting to the enemy all along the front an unbroken front.

A WAR TO A FINISH.

American Sympathies.

The following letter has been sent by cable to the Times:—

Sir.—Officially and legally the United States is neutral, and as a law-abiding people we will observe every obligation put upon us by international law. Substantially and morally we know it is no time for neutrality, but for the most forceful expression of indignation that is within us. Our hope and our faith is with England. We know that if, by any unhappy chance, England should be defeated, then instantly we should have to quadruple our Navy and maintain a large standing Army and step into the position of guardian and defender of democratic ideals which England has filled so long and so well.

I hope that England will not consider any offer of peace now unless the offer is accompanied by complete willingness on the part of Germany to submit to whatever punitive conditions and safeguards for the future may be dictated by English justice. For Germany to have attempted this crime, to have failed, and then to escape without punishment would be a perversion of every moral law of civilization. I hope England will fight just as long as it is necessary to fight, and will end the fight only in one way—by measuring out justice to the German Emperor as a criminal among men, and the German nation, misguided and badly led though it is, still a criminal among nations.

See George W. Stevens on the funeral of Go-don: "With Kitchener to Khartoum," chapter 26, page 367.

I am, Sir, &c.

MARK SULLIVAN.

New York, Sept. 21.

The passage in G. W. Stevens's book to which Mr. Mark Sullivan, the distinguished editor of Collier's Weekly, refers, is as follows:—

"Fourteen years next January—yet even through that humiliating thought there ran a whisper of triumph. We may be slow; but in that very slowness we show that we do not forget. Soon or late, we give our own their due. Here were men that fought for Gordon's life while he lived—Kitchener, who went disguised and alone among furious enemies to get news of him; Wauchope, who poured out his blood like water at Tamei and Kibekani; Stuart Wortley, who missed by but two days the chance of dying at Gordon's side. And here, too, were boys who could hardly lip when their mothers told them that Gordon was dead, grown up now and appearing in the fullness of time to exact 11,000 lives for one. Gordon may die—other Gordons may die in the future—but the same clean-limbed brood will grow up and avenge them."

"The Suffragettes of Europe."
At Melbourne Sir Arthur Lyulph Stanley called the Germans "the Suffragettes of Europe." As our readers are well aware, says the Globe we were never enamoured of the female furies who burned churches and mutilated masterpieces, but we never said anything as unkind as this.

"No Side about John French."
A soldier's letter from the front states: "There's no side about John French. When he passed along the lines he was just as ready to smile at the ordinary Tommy as he was to the highest officer. He takes a keen interest in our life in the trenches. He's a hard fighter, from head to toe, and expects everyone under him to be the same. He stops, when there's time, to chat with us for the sake of finding out whether we are being properly looked after."

day the situation is far different. We have tasted the joys of pursuit as well as the galling experience of retreat, and to-day we have driven the invaders back over the border which they had previously crossed. What is more, we are presenting to the enemy all along the front an unbroken front.

AN INSOLENT TALLYMAN.

Attack on a Revenue Officer.

At the Police Court, this morning, before Mr. C. D. Melbourne, the chief Chinese tallyman of the blue funnel steamer Agapenor, was charged with assaulting a Chinese revenue officer.

According to the evidence, the defendant struck the complainant across the face and objected to having his cabin searched, saying that he would not have it searched by Hongkong Chinese. He told Revenue Officer Wilden that he (defendant) was a spy and a gentleman, and if he would draw out two of his best men, he (defendant) would show him how he could kill them.

Defendant said that complainant was not in uniform and when defendant asked him who he was, he struck defendant. Another officer showed a black eye, which he alleged the defendant was responsible for.

Revenue Officer Wilden said he saw the defendant in his room and he asked him what the trouble was. Defendant said he objected to his cabin being searched by a Hongkong Chinese. Defendant was spoiling for a fight. At the office of Imports and Exports, defendant apologised, and asked to be let off.

Defendant said he had reported to Revenue Officer Wilden that he had been assaulted by his man.

Revenue Officer Wilden denied this.

Defendant:—You are not an honest man; before the magistrate you should speak the truth. Defendant then alleged that he had been kicked, struck, and hit by hammers and pieces of wood.

The defendant was fined \$10, and bound over for six months.

CRICKET.

Hongkong defeat Kowloon.

On the ground of the Kowloon Cricket Club, yesterday afternoon, the Hongkong C.C. were entertained, and they succeeded in defeating the home club by 86 runs. The top score of the afternoon fell to H. G. Bagnall by a clever compilation of 72. This score in itself tallied six more than the score of the combined Kowloon men. In his brilliant innings were recorded three 6's and seven 4's, four of the latter being successive drives. Scores:—

Kowloon C.C.

A. A. Claxton, b Anderson	2
E. H. Gray, run out	5
F. R. Mann, b Bagnall	8
Major Robertson, b Anderson	2
T. J. de Rome, lbw b Donnelly	5
F. Sutton, b Anderson	0
J. Stalker, c Pearce, b Maas	7
E. B. Reed, c Bagnall, b Maas	12
W. L. Weaser, b Donnelly	9
H. S. Moberly, b Donnelly	0
W. Kay, not out	8
Extras	8
Total	66

Bowling.

	O.	M.	R.	W.
Bagnall	5	2	5	1
Anderson	7	1	23	3
Donnelly	5	—	15	3
Maas	3	—	15	2

Hongkong C.C.

T. E. Pearce, lbw b Moberly	5
B. S. Leigh Bennett, c Gray, b Moberly	1
W. Manning, c Gray, b Reed	3
S. S. Moore, c Kay, b Moberly	3
E. J. E. Mitchell, b Reed	2
M. M. Maas, b Moberly	28
H. G. Bagnall, b Gray	22
R. N. Anderson, st. Claxton b Reed	17
B. Kennedy, b Moberly	5
D. E. Donnelly, not out	7
N. L. Railton, c Mann b Reed	0
Extras	9
Total	152

Bowling.

	O.	M.	R.	W.
Moberly	17	8	49	5
Reed	14	7	20	4
Kay	3	—	25	—
Gray	4	—	22	—
Gray	3	—	10	1
Weaser	2	—	17	—

S.S. SHIRLEY
ABANDONED.

Caught in the Pacific.

Messrs. The Bank Line, Ltd., General Agents of the American and Oriental Line, have received information to the effect that the s.s. Shirley, 4,850 tons, has had to be abandoned in mid-Pacific owing to fire. The master and part of the crew were picked up by the s.s. Orizaba and brought to Yokohama, but no further details are to hand regarding the remainder of the crew or of the ultimate fate of the steamer.

The s.s. Shirley (owners, Messrs. Houlder, Middleton & Co., London), was quite a new steamer, having been built in the latter half of 1913. She was on passage from New York to Japanese ports, Shanghai, Hongkong and Singapore, with a valuable general cargo and was one of the first steamers coming to the East from New York via the Panama Canal. The latest news of her was leaving Colon for Yokohama on the September 30.

COOLIE CAUTIONED.

A ricksha coolie was this morning charged at the Police Court, before Mr. C. D. Melbourne, by Mr. W. Davies, manager of the Seamen's Institute, with accosting him.

The prosecutor said that he was walking under the verandah of the Wanchai Hospital, when the prisoner spoke to him in a vulgar manner. He got into defendant's ricksha and went direct to No. 2 Police Station and gave the man in charge.

The defendant denied knowing a word of English.

Inspector McHardy said there had been complaints about this matter, and he asked for a heavy penalty.

His Worship:—I don't know that the man can speak English.

The Inspector:—Well, you must take the complainant's word for it.

His Worship:—Tell the defendant he is cautioned.

KIEL CANAL SOUNDINGS.

The British Admiralty, by an astounding *fauz pas* on the part of the Kaiser only a few months ago, has come into the possession of a German secret, which must greatly relieve the anxiety of Admiral Sir John Jellicoe. It happened in this way. Amongst the British honours held by the German monarch was that of Admiral in the British Fleet, and his flag was hoisted on the King George V. during the recent visit of a squadron to Kiel and whilst the Kaiser was on board the warship.

At parting, and by way of acknowledging the compliment of the visit, His Imperial Majesty permitted the light cruisers of the squadron to pass through the Kiel Canal on their way home. Now, it is an inviolable rule in the British Navy that ships entering or leaving harbours are to keep the lead going until the open sea is reached, and it was in this way that correct soundings have been obtained of the depth of the great strategic canal behind which the German Fleet is lying, and which, it was believed, would afford an outlet when that fleet decided to come into the open. There is no doubt the Kiel Canal will be so employed by a good part of the fleet, but the soundings obtained show that the big battleships cannot possibly get through there, the depth being quite insufficient. The British Admiralty has, therefore, been able to dispose of his ships in the light of the knowledge that only the enemy's smaller ships can pass through the canal, and to retain the principal ships of his command for guarding the water between Denmark and Sweden and the entrance to the Baltic.

Australian Mining Standard.

Patriotic Villagers.
The village of East Hendred, Berkshire, with fewer than 50 men eligible for the Army and Navy, has 38 serving with the Colours—on the North Sea, in France, and with the Yeomanry. Many of the women of the village are attached to the hospital which the village has provided for the wounded.

THE TERROR OF THE SEAS.

All about Sea Mines, which Destroyed H.M.S. "Amphion."

The submarine mine is one of the most diabolical inventions of science. It is, perhaps, the most deadly factor that has to be reckoned with in modern naval warfare. Not even a shell from the biggest gun of a dreadnought, or a hail of bombs from an airship, can deal death so swiftly to so many people as can a sea mine.

The submarine mine is really a bomb. Held down several feet below the surface of the water by heavy anchors and cables, it is generally globular in shape, and its surface is studded with leaden "spines."

It is practically impossible to detect the presence of such a mine, and only a miracle can save a ship which strikes one, for destruction is upon her and her crew instantaneously.

The moment one of the mines "spines" or studs is hit, a glass receptacle containing acids is broken, and the freed acids immediately rush into a chamber containing chemicals, and the combination of the two produces an electric spark which explodes the mine. The whole process occurs quicker than it can be described. Gun cotton is commonly used as the main explosive in a submarine mine.

Another, and older type of mine, is worked by the automatic pulling of a sort of trigger. On the top of the mine rests a heavy metal ball. As soon as a ship strikes this ball it drops off, and being attached to the trigger of the mine by a wire or chain, pulls it—the trigger—by the sudden jerk of its drop. A third kind of submarine is exploded by means of electric contact with the shore. When one of these electric-contact mines is hit by a passing ship the automatic completion of the electric circuit from a shore battery explodes it.

Practically every country uses submarine mines, and nearly every big harbour and port has its entrance mined. The system of mining in force at Portsmouth, for example, is marvellous. It is said that by pressing an electric push button on shore any hostile ship or ships endeavouring to enter Portsmouth can be instantly blown up.

It is certainly true that much of the coast of this country, especially near ports and the mouths of big rivers, is mined by the British naval authorities, and the Thames, for instance, is carefully guarded by mines, believed to be laid near Blackwall. Only a few naval people know the exact whereabouts of the mines, and the few outsiders who are privileged to see how such mines are worked are even blindfolded before being led to the secret chamber (so as not to know the location), where the deadly buttons are pressed.

The only ways to fight submarine mines are to "creep" for them or to explode them with counter mines.

Creeping for mines is a heroic and deadly business, for at any moment one of the creeping ships may inadvertently strike a mine and explode it.

Creeping is done by means of a chain, sagging under water between two ships, which travel slowly and cautiously over the suspected mine "field" in an endeavour to upset mines and so cause them to explode of their own accord.

Notices to Mariners.
Rangoon, October 5.—The following notice to mariners is issued to-day by the Port Officer:—The lights at the Spit Light Vessel, Eastern Grove Light House and the leading lights in the river will be re-exhibited from Tuesday.

Shanghai.—Notice has been given that the Fish-Stakes in the Deep Hole, Liao River, have been removed and the usual spar-buoys placed in position. The two buoys on the east side of the fairway are painted red surmounted with a red spherical cage, and the buoy on the west side of the fairway is painted black.

WAR ITEMS.

2,500,000 Cigarettes for British Troops.

The Army Council have accepted, with an expression of their warm appreciation, the offer of Messrs. Godfrey Phillips, Limited, to supply to the Expeditionary Force, free of charge, two and a half million cigarettes. This firm has also placed a large quantity of tobacco at the disposal of the authorities for refugees in England, in addition to 50,000 cigarettes to the ambulance train at Southampton.

Russians Set Free to Enlist Under King George.

Reuter's Agency is informed by the Russian Embassy that by special decrees of the Russian military authorities it has been decided not to call to the colours of the Imperial army during the present war those Russian reserve and militia who reside abroad. Any, however, who are desirous to enrol themselves in the ranks of the forces of Powers allied to Russia are permitted to do so provided they obtain the consent of the allied Power into whose forces they wish to enlist.

Foreign Words Barred.
The German Red Cross Society receives contributions in all sorts of ways. The purging of the German language from foreign words, which has been given a great impetus since the outbreak of the war, has led various social circles to adopt the expedient of fining every member who needlessly uses a foreign word, and it is said that the result is a considerable influx of money into the Red Cross treasury.

Germans Hid in Sheaves.
Paris, September 14.—A number of trains arrived at the Northern and Eastern stations early to-day bringing cannon, projectiles, ammunition wagons, aeroplanes, etc., captured from the enemy.

Among the wounded arriving at the Eastern station was a sergeant of reservists who was in the fighting at Montmirail. He saw a number of German soldiers made prisoners in a field of yellow clover. The forage had been cut and bound in sheaves, and when one of the sheaves was seen to move, a shot fired into it brought out a German infantryman. A second shot fired into another sheaf brought out another German, and it was found that all others in the field concealed soldiers. All were instantly captured.

Houses of Parliament Burned Down!

An amazing instance of the colossal lies told to the soldiers in the field is narrated by a *Chronicle* correspondent who interviewed a German prisoner.

"Yes," said the man, when asked if he spoke English. "I was a waiter in London, at the Gambrians. And your Reichstag—your Houses of Parliament—they are burnt—no?"

"Look here, my good chap, don't you believe it. London is just the same as when you left it. All the shops are open, the House of Parliament is still standing, and I had lunch at the Gambrians a week ago. Here you are—see this!" and I juggled a three-day-old copy of the *Daily Chronicle* out of my pocket.

"I'll make you a present of this, and you can see for yourself what things are like in London. Look—I pointed to the theatre list. 'All open and doing good business.'"

The German slammed the paper down with a bang. "But it was in our official news—in the bulletin—our colonel he wrote it himself and nailed it up on the post in our camp."

German Merchants' Ruin.
The following letter received by a European firm in Karachi is published by the *Sind Gazette* as indicating one of the many ways in which German merchants are endeavouring to carry on their trade by submerging their own name and appointing a Dutch firm at Amsterdam to act for them:

"Your letters and business papers intended for us reach us very irregularly or generally not at all; and we also are not always in a position to give you news from here. To remedy this unfortunate state of affairs we request you to direct your letters, etc., inside as well as outside, instead of as hitherto, to us until further notice to our representative in Amsterdam."

DAIRY FARM NEWS.

HAM AND BACON
ABSOLUTELY THE BEST IN THE COLONY.
BREAKFAST BACON in rashers 90 cts. per lb.
MILD CURED HAM 85 & 95 cts. per lb.

Messrs. Mijnders De Rooy, Nieuwe Zijds Voorburgwal 153, who in a thankworthy manner have declared themselves ready to forward the sending intended for us. From now onwards our letters to you will likewise go through the intermediary of the above named firm. We hope it is possible in this way, even during the continuation of the war, to remain in a constant touch with our representatives and to avoid unpleasant delay for both parties."

Lord Charles Beresford and Germany.

Lord C. Beresford, addressing a recruiting meeting at Sheffield, said the civilised world would never forgive Germany for creating this war, and for the brutality of her methods by land and sea. When the day of reckoning came she would have to pay dearly for her savagery in causing innocent people to be blown to pieces by the indiscriminate laying of floating mines. She had not even the chivalry of the old-time buccaners and filibusters.

The Monitors.

London, Oct. 21.—The British Admiralty announces that three British cruisers are firing on the enemy's right wing from the Belgian coast. The cruisers are those which were taken over from Brazil. They were built in England for Brazil for river service.

Attack on England Planned.

New York, Oct. 22.—The German flying corps is training for attack on England over a specially-made training ground. At the time it is constructing 200 large aeroplanes which can carry the aviator and a bomb thrower. These aeroplanes and 46 Zeppelin airships which are now being built will be completed in December next year.—*Nacht Nachts.*

Free Dog Biscuits.

In order that soldiers' and sailors' dogs may not be destroyed for lack of means to keep them, the National Canine Defence League, 27, Regent-street, S.W., is promoting a scheme for the free supply of dog biscuits.

More Destruction.

According to the *Koenigsberger Allgemeine Zeitung*, the Russians have burned down the Town Hall at Tappau in Eastern Prussia. A famous painting of Louis Corinthe has been destroyed.

Our War Bill.

During the first ten weeks of the war Great Britain's bill has been £5,500,000 per week. Now the country is spending £8,250,000 a week, owing to the fact that a large number of additional troops have been sent to the front.

Unrealised Hopes.

Berlin newspapers say they can read between the lines of the official French *communiqués* that the French are expecting a disappointment in the great battle now raging. In his message to the Kaiser the Emperor said the patience of the German people during this long battle will soon be rewarded by a great German victory.

£30 For a Farthing.

A concert given at Sydney by Madame Melba for the war funds realised £1,890. At the conclusion the prima donna put up for auction several coins, a farthing fetching £30. A small Japanese flag fetched 55 guineas.—*Reuter special.*

64,000 Prisoners.

The *Novoe Vremya* reports from Kieff that from the beginning of the war up to the 14th ult. the Russians had captured seven Austrian flags, 637 guns, 44

quick-firing guns, and 64,000 prisoners, including 535 officers.

Fear of Cholera.

The sanitary measures adopted in Vienna, such as the erection of numerous sheds with a capacity of 1,000 beds, cause serious apprehension to the Viennese population, who fear that cholera will be imported by wounded soldiers from Serbia.

To Abdicate.

A telegram from Vienna announces that Prince William of Wied is about to issue a proclamation announcing his abdication of the Throne of Albania. He will resume his former rank in the German Army.

Dearth of Ordination Candidates.

At the meeting of the St. Albans Diocesan Board of Finance in London last month, the Bishop of St. Albans said the war had brought about a strange position with regard to ordination candidates. In one case with which he was acquainted every single candidate on the list had volunteered for service in the new Army. It was decided to make bursaries and aid grants available after the war in cases where candidates were serving.

Belgium's Tribute to Britain.

The Antwerp journal, *De Nieuwe Gazet*, in an article eulogising the aid rendered by the United Kingdom on the battlefield and in the domain of philanthropy, says:—

"Thanks from nation to nation, from people to people, from man to man. During these unspeakable trials which our poor little country has had to put up with for the last two months your people have remained our hope and our trust. If we have not despaired during this hurricane of fire and blood, it is because we have never forgotten that you are watching over us. As little as may remain of Belgium, there will be no tiny spot left as big as a heart where in blood and tears there will not blossom the flower of eternal gratitude for the noble British nation."

Attempt to Preserve Remains of Rheims Cathedral.

Bordeaux, September 23.—M. Dalimier, Under Secretary of State for Fine Arts, left Bordeaux to-night. He is proceeding to the departments which had been invaded in order to inspect the historic monuments which have sustained damage during the invasion, and to decide upon the necessary measures for restoration. He will arrive at Rheims on Friday morning and will order such work to be undertaken at once as may be possible with the view of saving what remains of the riches of the Cathedral.

A Highlander's Splendid Death.

Paris, Sept. 22.
The heroic death of a Highlander at the foot of the hill of Jouarre, near La Ferté, is told here.—British artillery screened behind a wood was sending a hail of shell on the Germans in order to dislodge them. A score of Death's Head Hussars tried to reconnoitre the position, and a small detachment of Highlanders went after them. One of the British party became separated from the others, but dashed alone into the middle of the Germans, who fired a volley into him. Mortally wounded, he still managed to kill one hussar and wound two others before he was finally killed by the enemy. He was buried on the spot where he fell, his grave marked by a white wooden cross bearing the inscription "T. Campbell, Seaforth."

MACKINTOSH

MEN'S WEAR SPECIALISTS.

EVERY
ESSENTIAL

FOR

TENNIS

WEAR.

16 DES VŒUX ROAD 16

WM. POWELL, LTD.

TELEPHONE 346

SMART AND EFFECTIVE
NEW AUTUMN
GOODS.

DRESS MATERIALS.

DIRECT FROM

LONDON AND PARIS.

J. ULLMANN & Co.

The leading French Jewellery House.

WATCHMAKERS, FANCY GOODS, OPTICIANS.

WRIST WATCHES

FOR LADIES & GENTLEMEN.

GRAND ASSORTMENT OF BINOCULARS.

COLUMBIA

DOUBLE
DISC

RECORDS

IN STRICT DANCE TEMPO.

- 5494) NIGHTS OF GLADNESSWaltz.
THE POEM
- 1460) ANSWER TO AMOUREUSE
LOVE'S TEARS
- 1458) TRES CHICOne Step.
HE'D HAVE TO GET UNDER
- 1463) TANCOLETTETango.
A GOOD FELLOW



ANDERSON MUSIC CO., LTD.

6, Des Vœux Rd.

Tel. 1322.

BY SPECIAL APPOINTMENT TO THE
IMPERIAL JAPANESE HOUSEHOLD DEPARTMENT.

KIRIN BEER

Light. Palatable and Wholesome.
Eminently suited for this Climate.
Won the Highest awards at all
the Exhibitions.

For Sale at all the Hotels and
Restaurants in Hongkong.
Fresh Supplies by every Mail.

PRICE PER CASE 4 DOZEN QUARTS, DUTY PAID \$12.50

PRICE PER CASE 6 DOZEN PINTS, DUTY PAID \$13.00

SOLE AGENTS

GANDE PRICE & CO., LTD.

Tel. No. 135.

6, Queen's Road Central,
Hongkong.

SHIPPING

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong

Sailings Temporarily Withdrawn

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons, gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to:

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 31, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG, SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	21st Nov.	27th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination. Subject to Alteration Steamers. Sailing Date

MARSEILLES AND LONDON, via Singapore, Malacca, Penang, Colombo, Suez & Port Said. **Yasaka Maru** (WEDNES., 18th Nov., at 10 a.m.)
Capt. Yamawaki T. 25,000
Miyasaka Maru (WEDNES., 2nd Dec., at 10 a.m.)
Capt. Teranaka T. 16,000

VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokohama, and Yokohama. **Sado Maru** (TUES., 17th Nov., at noon)
Capt. Asakawa T. 12,500
Yokohama Maru (TUES., 1st Dec., at noon)
Capt. Komatsubara T. 12,500

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane. **Hitachi Maru** (FRI., 20th Nov., at noon)
Capt. Sato T. 16,000
Tango Maru (WEDNES., 16th Dec., at noon)
Capt. Soyeda T. 13,500

CALCUTTA via Singapore, Penang and Rangoon. **Hakata Maru** (THURS., 12th Nov.)
Capt. Kawashima T. 12,500

BOMBAY via Singapore and Colombo. **Wakasa Maru** (WEDNES., 4th Nov.)
Capt. Itano T. 12,500

NAGASAKI, Kobe and Yokohama. **Tango Maru** (FRIDAY, 20th Nov., at 5 p.m.)
Capt. Soyeda T. 13,500

S'HAIR and Kobe. **Kawachi Maru** (FRIDAY, 20th Nov.)
Capt. Nakamura T. 12,500

Kobe & Yokohama. **Kitano Maru** (TUES., 17th Nov., at 11 a.m.)
Capt. Cope T. 16,000

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000	" 1st February
Kashima	20,000	" 21st February
Mishima	16,000	" 11th March
Suwa	25,000	" 25th March
Atsuta	16,000	" 8th April
Yasaka	25,000	" 22nd April
Miyasaka	16,000	" 6th May
Kitano	16,000	" 20th May
Fushima	25,000	" 3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500	" 9th February
Yokohama	12,500	" 23rd February
Awa	12,500	" 9th March
Shidzuoka	12,500	" 23rd March
Tamba	12,500	" 6th April
Aki	12,500	" 20th April
Sado	12,500	" 4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For.	Steamers.	To Sail.
SHANGHAI	Yingchow	12th Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	17th Nov. at 4 p.m.
WWEI & T'SIN	Huichow	19th Nov. at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chintua," "Taming," and "Teau." Excellent saloon accommodation, electric fans fitted; extra state-rooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36

Hongkong 10th Nov., 1914.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast)

THE Steamship

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914.

General Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tibodas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjimanock	JAVA	1st half Nov.	S'HAIR	1st half Nov.
Tjikembang	S'HAIR	1st half Nov.	JAVA	1st half Nov.
Tjipanas	JAPAN	1st half Nov.	JAVA	1st half Nov.
Tjilajap	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tjilini	JAVA	2nd half Nov.	S'HAIR	2nd half Nov.
Tjiliwong	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tjitaroem	JAVA	1st half Dec.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Sat., 14th Nov.
Nippon Maru	11,000 - 18 knots	" Kobe, Tues., 1st Dec.
Shinyo Maru	22,000 - 21 knots	" H'kong, Tues., 8th Dec.
Chiyo Maru	22,000 - 21 knots	" H'kong, Tues., 5th Jan.

The s.s. Nippon Maru will leave Kobe for Yokohama, Honolulu and San Francisco on Tuesday, 1st December.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80. " " £98.10.

" " San Francisco £45. " " £68.

"Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Anyo Maru 18,500 - 15 knots Wed., 2nd December.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams		14th Nov., 11 a.m.
St Albans	28th Nov.	18th Dec., "
Eastern	12th Dec.	8th Jan., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	TUES., 10th Nov. at 1 p.m.
Haiching	W. O. Passmore	TUES., 17th Nov. at 1 p.m.

FOR AMOY AND FOOCHOW.

Hailan	J. W. Evans	SATUR., 14th Nov. at 3 p.m.
--------	-------------	-----------------------------

FOR SWATOW.

Haimun	A. H. Stewart	WED., 11th Nov. at 1 p.m.
Haimun	A. H. Stewart	SUN., 15th Nov. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas LaPrak & Co.,

General Managers.

LOG BOOK.

World's Marine Losses in 1913.

The statistical summary of vessels totally lost, broken up, condemned, etc., just published by Lloyd's Register, shows that, during 1913, the gross reduction in the effective mercantile marine of the world amounted to 665 vessels of 717,030 tons, excluding all vessels of less than 100 tons. Of this total, 371 vessels, of 633,002 tons, were steamers, and 204 of 184,028 tons were sailing vessels. These figures, as regards steamers, are lower than those for 1912 by 30,743 tons; but as regards sailing vessels they are for the year 1913 somewhat higher, viz., by 7,808 tons. One of the most common terminations of a vessel's career is by breaking up, dismantling, etc. (not in consequence of casualty). The amount of tonnage so dealt with in 1913 was 108,795 tons; this being 48,843 tons less than that for 1912. Nearly 20 1/2 per cent. of the steamers and 16 per cent. of the sailing vessels removed from the merchant fleet of the world in the course of 1913 are accounted for in this manner. Of the total tonnage of such cases 42 3/4 per cent. is represented by United Kingdom vessels, as compared with over 38 per cent. in 1912.

The statistical tables exhibit interesting data as to the relative frequency of the different kinds of casualty, etc., which account for the existence of vessels. Stranding and kindred casualties which are comprised under the term "wrecked," are much the most prolific cause of disaster. To such casualties are attributable over 58 1/2 per cent. of the losses of steamers, and over 54 per cent. of sailing vessels. Cases of abandoned, foundered, and missing vessels are no doubt frequently more or less similar in the circumstances of loss. If these be taken collectively, they form about 21 3/4 per cent. of the steamers, and over 29 per cent. of the sailing vessels removed from the mercantile marine during 1913, owing to casualty.

The Diesel Boat.

The installation of the Johnson line of Diesel motor ships on the run between Europe and San Francisco will result, says the San Francisco Examiner, in a revolution of the shipbuilding industry and the establishment of this port as the world's great shipping centre, according to Captain Emil Lowenbager and his officers of the motor ship Kronprinz Gustaf Adolf. The Kronprinz Gustaf Adolf, now in port, is the first of the Johnson fleet to be sent to the Pacific, and, according to Grace and Company, general agents for the line here, has demonstrated that the considerable economy effected by the new method of propulsion will ultimately mean that the old type of steamers will be supplanted. In addition to saving nearly one-half in the cost of operation, the Swedish ship has demonstrated that if necessary the Diesel vessel may with profit be employed in the transportation of freight at a rate which would mean a loss to owners utilizing the ordinary steam engine. The Johnson motor ships and others now being built have sufficient fuel-carrying capacity to carry them completely around the world. The Kronprinz can leave this port with the fuel oil tanks full and, at an average speed of 10 knots only, navigate completely around the world and then lap one-half of the distance on the return trip before the tanks need replenishing. In the opinion of shipping men here, this means that rather than purchase the fuel in Europe or at other high-priced centres, the majority of the motor ships will be directed to come here for their fuel. The effect will be, it is said, that the rates for freight will be out and the raw products of the world will be carried here at more ballast charges. It would require 35 tons of \$5 coal to produce the necessary power with steam engines to carry a ship the size of the Kronprinz a daily distance of 250 miles. Seven tons of oil at one-fifth the price of the coal carries the Swedish motor ship the same distance.

Oysters, Fresh, Fried or Stewed
Pineapple, Haddock, Kippers &c.
ALFRED A. GALT.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—Subject to Alteration.

For	Steamship	On
S'PORE, P'ang & O'outa	Fausang*	Thur., 12th Nov. at 3 p.m.
SANDAKAN	Chunsang*	Fri., 13th Nov. at noon
MANILA	Yuensang*	Sat., 14th Nov. at 3 p.m.
MANILA	Loongsang*	Sat., 21st Nov. at 3 p.m.
Y'HAMA, Kobe & Moji	Yatshing	Fri., 27th Nov. at noon

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usakan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

"SHIRE" LINE SERVICE-HOMeward.

For	Steamers	Date of Departure
LONDON & HULL	Merionethshire	24th Dec.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		

VICTORIA, V'VER, S'ILE
TACOMA & PLAND
VIA HONOLULU

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

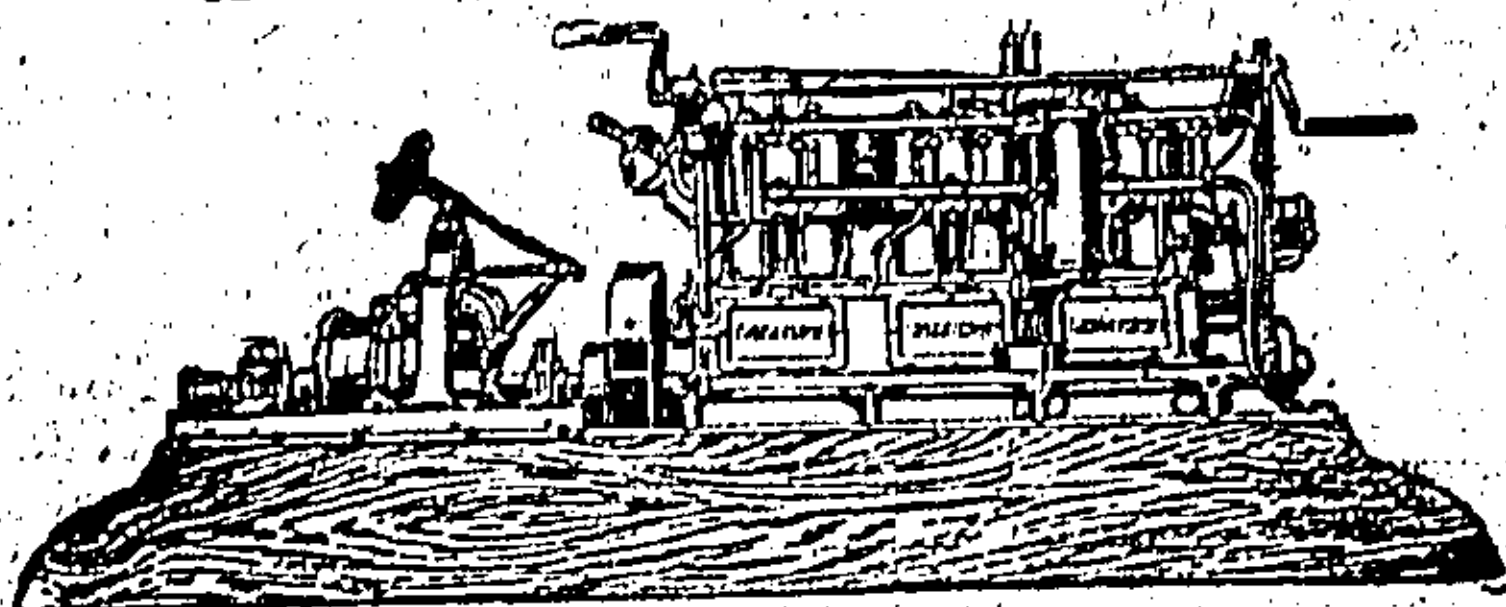
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons,
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for—JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.
As supplied to the British Admiralty & War Office.

O.S. type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

Telephone No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Yasaka M.	N. Y. K.	18, Nov.
Genoa, Marseilles and Liverpool	Achilles	B. & S.	20, Nov.
London & Genoa via S'pore, &c.	Nellore	P. & O.	25, Nov.
London & Hull	Mershire	J. M. Co.	24, Dec.

NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C. & T'ma via S'hai & Co.	Panama M.	O. S. K.	11, Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24, Nov.
Via B.C. T'ma via K'lung, Japan	Seattle M.	O. S. K.	26, Nov.
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	1, Dec.
Mexican, Peruvian and Chile			
Ports via Japan	Anyo M.	T. K. K.	2, Dec.
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	8, Dec.
San F'co via M'la & Japan &c.	China	P. M. Co.	12, Jan.

AUSTRALIA.

Australian Ports	Aldenharn	G. L. Co.	14, Nov.
Australian Ports via Manila	Hitachi M.	N. Y. K.	20, Nov.

SINGAPORE, COAST PORTS AND JAPAN.

S'hai, Moji, Kobe and Yokohama	Nagoya	P. & O.	16, Nov.
Vladivostok via Japan	Tambov	R. V. F.	16, Nov.
Shanghai, Kobe and Yokohama	Amazona	M. M.	17, Nov.
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	18, Nov.
Shanghai and Kobe	Rangoon M.	N. Y. K.	18, Nov.
Shanghai and Kobe	Kawauchi M.	N. Y. K.	18, Nov.
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	19, Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	20, Nov.
Manila	Loongsang	J. M. Co.	21, Nov.
Bombay via S'pore & Colombo	Colombo M.	N. Y. K.	23, Nov.
Bombay via S'pore, Port S'ham, Penang & Colombo			
Swatow, Amoy and Foochow	Peking M.	O. S. K.	M. of N.
Batavia, Cheribon, Samarang, &c.	Haiyang	D. L. Co.	Q. desp.
Java	Tjikembang	J.C.J. L.	Q. desp.
Shanghai	Tjillwong	J.C.J. L.	S. half O.
Shanghai	Tjipanas	J.C.J. L.	Q. desp.
Japan	Tjimanook	J.C.J. L.	F. half N.
Shanghai	Tjibodas	J.C.J. L.	F. half N.
	Tjitaroom	J.C.J. L.	Q. desp.

TO SAIL

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 9th October, 1914.

Agent.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The S.S. KOREA arrived at Sin' Fran-
isco on the 2nd instant.

MERCHANT STEAMERS.

The T. K. K. S. ANYO MARU will
next leave Hongkong on Wednesday the
2nd December.

CONSIGNEES

THE ROYAL MAIL STEAM
PACKET COMPANY.

THE Steamship

"MONMOUTHSHIRE"

From PORTLAND, SEATTLE
and VANCOUVER.

The above Steamer having
arrived, Consignees of Cargo
are hereby notified to send
in their Bills of Lading for count-
ersignature, and to take im-
mediate delivery of cargo from
alongside.

Cargo impeding discharge or
remaining on board after 5 p.m. on
7th inst., will be landed at Con-
signees' risk and expense and de-
livery must be taken from the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown
Co., Ltd.

No Fire Insurance whatever
will be effected.

No claim will be recognised
after the Goods have left the
steamer or Godowns, and all goods
remaining undelivered on 13th
instant will be subject to rent.

All chafed and otherwise dam-
aged cargo must be left on board
or in Godown and examination
of same will be held on 13th inst.
at 10 a.m.

All Claims must be presented
on or before 16th inst. otherwise
they will not be recognised.

JARDINE, MATHESON

& CO., LTD.

Agents.

Hongkong, 6th November 1914.

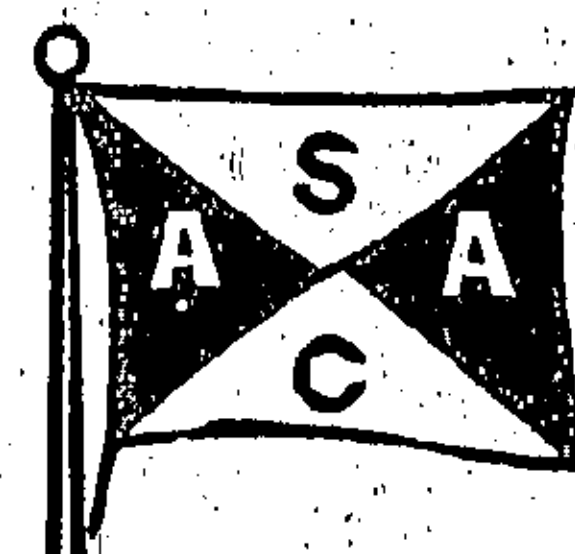
VESSELS IN PORT.

Steamers.

Dunero, Br. ss. 1,211, O. D. Logie, 2nd inst.—Bangkok, 25th ult., Rice— B. L.	Chinan, Br. ss. 1,355, W. L. Jones, 6th inst.—Shanghai, 2nd inst., Gen. —B. & S.
Atsuta Maru, Jap. ss. 5,043, M. Yoshika, 2nd inst.—Yokohama, 30th ult., Gen.—N. Y. K.	Chinba, Br. ss. 1,355, Finlayson, 6th inst.—Manila, Gen.—B. & S.
Wakasa Maru, Jap. ss. 6,387, K. Itsuno, 2nd inst.—Moji, 28th ult., Gen.— N. Y. K.	Riojun Maru, Jap. ss. 4,792, Y. Yamaguchi, 7th inst.—Baltimore, 29th ult., Sugar—D. & Co.
Luchoy, Br. ss. 1,220, J. Metherell, 3rd inst.—Swatow, 2nd inst., Gen.— B. & S.	Atreus, Br. ss. 2,290, J. N. Williamson, 7th inst.—Singapore, 2nd inst., Gen. —B. & S.
Loongsang, Br. ss. 1,929, W. G. G. Leask, 3rd inst.—Manila, 31st ult., Gen.— J. M. & Co.	Tjikimbang, Dut. ss. 8,073, N. V. Wyck Jurisense, 8th inst.—Japan, 4th inst., Gen.—J. C. J. L.
Ningchow, Br. ss. 5,836, H. L. Allen, 4th inst.—Singapore, 30th ult., Gen.— B. & S.	Hainchang, Chinese ss. 1,428, D. D. Ross, 8th inst.—Chefoo, 2nd inst., Gen. —O. M. S. N. Co.
Fausang, Br. ss. 1,200, H. S. Malkin, 4th inst.—Java, 25th ult., Sugar— J. M. & Co.	Hanoi, Fr. ss. 739, Le Chevalier, 7th inst. —Haliphong, Gen.—A. R. Marty.
Ohlil, Br. ss. 1,134, R. W. Lloyd, 4th inst.—Swatow, 3rd inst., Ballast —B. & S.	Hongkong, Fr. ss. 739, A. Marguerite, 7th inst.—Hobow, 6th inst., Gen. —A. R. Marty.
Saint Fillans, Br. ss. 2,307, John H. Francis, 4th inst.—Shanghai, 31st ult., Gen.—J. M. & Co.	Memmouthshire, Br. ss. Eccleston, 7th inst.—Seattle, 21st ult., Gen.—J. M. & Co.
Nankin, Br. ss. 4,250, G. Manley, 5th inst. —Shanghai, 2nd inst., Gen.—P. & O. S. K.	Tjimanook, Dut. ss. 9,944, A. W. Lo Ross, 8th inst.—Muntok, 1st inst., Gen. —J. C. J. L.
Anhui, Br. ss. 1,358, Eady, 7th inst.— Shanghai, Gen.—B. & S.	Agapenor, Br. ss. 4,799, R. A. Talloren, 8th inst.—Shanghai, 6th inst., Gen. —B. & S.
	Skorries, Br. ss. 2,796, J. W. Angus, 8th inst.—Singapore, 1st inst., Gen. —D. & Co.
	Tjibodas, Dut. ss. 4,660, E. H. Kroes, 9th inst.—Batavia, 30th ult., Sugar & Gen.—J. C. J. L.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports & Panama Canal.

For freight or information apply to

SHEWAN TOMES & Co.

Hongkong, 24th September, 1914.

General Agents.

"GLEN LINE"

(McGREGOR COW & Co.) Ltd.

For London & Antwerp

Saloon passage Hongkong to London £40.

For freight or passage, apply to

SHEWAN TOMES & Co.,

Hongkong, 23rd July, 1914.

Agents.

FOR SINGAPORE, PENANG & CALCUTTA.

For Freight and Passage apply to

THE BANK LINE LIMITED,

Hongkong, 27th October, 1914.

Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER BILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRING	NEAPS
KOWLOON					
No. 1 Dock, Kowloon	700'	{ 64' top 70' bottom }	10'	2' 6"	
No. 2 Dock, Kowloon	371'	74'	15' 6"	2' 6"	
No. 3 Dock, Kowloon	254'	42' 3"	14'	2' 6"	
Patent Slip, No. 1, Kowloon	240'	60'	15'	7'	
Patent Slip, No. 2, Kowloon	250'	60'	15'	7'	
TAI-KOK-TSUI					
Cosmopolita Dock	450'	51'	20'	2' 6"	
ABERDEEN					
Hora Dock	410'	54'	25'	2' 6"	
Lamont Dock	372'	54'	25'	2' 6"	

Please Address Enquiries to the Chief Manager,

R. W. OVER, S.S. Co., W.M.N. Kowloon Dock, Hongkong.

TOWN OFFICE:
QUEEN'S BUILDINGS.
Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, NOVEMBER 10, 1914.

SHANGHAI AUTUMN RACES.

The Shanghai Autumn Races opened yesterday and will be continued to-day and to-morrow. By the courtesy of the Hongkong Club we are able to give the following results:—

The Maloo Plate.
Value, Tls. 250. Second pony Tls. 75. Third pony Tls. 50. For China ponies. Weight for inches as per scale. Half a mile.
Mr. Ellis Kadoorie's Durbar Chief (Moller) 1
Mr. Thomas Piddally (Lindsey) 2
Mr. Oswald's Auld Reekie (J.K. Brand) 3
Time 1.01 3/5.

The Criterion Stakes.
Value, Tls. 400. Second pony Tls. 100. Third pony Tls. 50. Weight for inches as per scale. One mile.
Mr. Henry Morris' Castlefield (Stewart) 1
Mr. R. Macgregor's Ye Magician (Dalglish) 2
Mr. Ellis Kadoorie's Fijian Chief (Moller) 3
Time 2.00 2/5.

The Maiden Stakes.
Value, Tls. 500. Second pony Tls. 150. Third pony Tls. 75. For China ponies, being bona fide Griffins at this meeting. Weight for inches as per scale. Three quarters of a mile.
Mr. Elms' Moana (Hill) 1
Mr. Lamerton's Mameluke (Rowe) 2
John Peel's Firthhead (Johnstone) 3
Time 1.34 4/5.

The Fah Wah Stakes.
Value, Tls. 250. Second pony Tls. 75. Third pony Tls. 50. For all China ponies. Weight for inches as per scale. Bona fide Griffins at this meeting allowed 8 lbs. One mile and a half.
Mr. Henry Morris' Cornfield (Stewart) 1
Mr. Evelyn's Sir Palleas (Vida) 2
The B. P. Kongsi's The Gay Bird (J. K. Brand) 3
Time 3.21 2/5.

The Royal Navy Cup.
Presented. Second pony Tls. 100. Third pony Tls. 75. For Griffins of this meeting purchased at public auction of untried Griffins in Shanghai after July 1st, 1914, at a cost of not more than Tls. 125.—Ponies are not qualified unless they remain the property of the original purchaser. Weight for inches as per scale.
Mr. E. S. Hine's Kimberly (Hill) 1
Mr. J. J. Ezra's Ultimatum (Ezra) 2
Mr. Hongkew's Winston (Dalglish) 3
Time 1.38 2/5.

The Shanghai St. Leger.
Value, Tls. 750. Second pony Tls. 200. Third pony Tls. 100. For China ponies that have never been raced previous to January 1, 1914. Winners of a race 5 lbs. extra; two or more races 10 lbs. extra. One mile and three quarters.
Messrs. Toog and Speedman's Sangari (Heard) 1
Mr. W.S. Jackson's Suffolk late Sandiway (Vida) 2
Mr. Oswald's Barton Hill (Johnstone) 3
Time 3.52 2/5.

The Eclipse Stakes.
Value, Tls. 300. Second pony Tls. 100. Third pony Tls. 50. For bona fide Griffins at this meeting. Weight for inches as per scale. Winners 7 lbs. extra. One mile and a quarter.
Mr. Henry Morris' Wakefield (Stewart) 1
Mr. Ting's Stayall (Johnstone) 2
Mr. Ellis Kadoorie's Gipsy Chief 3
Time 2.50 2/5.

The Autumn Cup.
Value, Tls. 250. Second pony Tls. 75. Third pony Tls. 75. For China ponies. Weight for inches as per scale. Winner of Criterion Stakes 5 lbs. extra. Jockeys who have never won an official race previous to this meeting allowed 5 lbs. extra.
Mr. Henry Morris' Castlefield (Stewart) 1
Mr. R. Macgregor's Ye Magician (Dalglish) 2
Mr. Ellis Kadoorie's Fijian Chief (Moller) 3
Time 2.00 2/5.

The Autumn Cup.
Value, Tls. 250. Second pony Tls. 75. Third pony Tls. 75. For China ponies. Weight for inches as per scale. Winner of Criterion Stakes 5 lbs. extra. Jockeys who have never won an official race previous to this meeting allowed 5 lbs. extra.
Mr. Henry Morris' Castlefield (Stewart) 1
Mr. R. Macgregor's Ye Magician (Dalglish) 2
Mr. Ellis Kadoorie's Fijian Chief (Moller) 3
Time 2.00 2/5.

A VESSEL'S SAFETY.

British Ship Dodges German Cruiser.

San Diego, September 12.—One of the most remarkable voyages ever made by a British merchant steamer since the outbreak of the European war came to an end off Point Loma at 8.30 on Friday evening when the Union Steamship Company's Australian liner Maitai, Captain Carson, dropped anchor well inside the three mile limit.

That the Maitai reached the shelter of the point just in the nick of time was shown by the presence of the German cruiser Leipzig off the Coronado Islands. The war boat was standing off San Diego evidently looking for the British liner, according to fishermen returning from the rock cod banks.

The Maitai steamed from Wellington two weeks ago, ostensibly bound for San Francisco. She took the place of the steamer Tahiti, which was requisitioned by the Australian government at Sydney, for a troop ship. From Wellington the Maitai proceeded to Rarotonga and thence to Papeete. At the little port in the South Pacific Captain Carson received orders to proceed towards the Hawaiian Islands until he received word from the Union Steamship Company's liner Moana which sailed from San Francisco for Australia, three days ago.

For days prior to reaching the Hawaiian coast the Maitai's radio was kept continually working in an effort to get in communication with the Moana. When he failed to get a response and fearing that the liner had been seized, Captain Carson ordered all lights doused and turning the vessel's head a point or two, steamed for San Diego at top speed.

So afraid was the Maitai's skipper that he would run into the German cruiser Leipzig that on approaching the coast he not only ordered all lights, even those on the bridge, blanketed, but he also ordered the radio operator to practically seal the wireless. Even after dropping anchor in the shelter of the projecting guns of Fort Roserans, Captain Carson would not permit the wireless to be used, sending pilot Johnson ashore in the pilot boat to inform British Vice Consul Allan Hutchinson of his safe arrival. At daylight the vessel up anchored and steamed to an anchorage off the foot of Market street, Captain Carson receiving the congratulations of the ninety-six passengers.

5 lbs. One mile and a quarter.
Mr. Mohawk's Futurist, late The Plover (G. Morris) 1
Mr. Ellis Kadoorie's Fijian Chief (Moller) 2
Mr. G. H. Thomson's Paladin (Burkill) 3
Time 2.43 2/5.

The Whangpoo Stakes.
Value, Tls. 250. Second pony Tls. 75. Third pony Tls. 50. For bona fide Griffins. Weight for inches as per scale. Winners of a race 5 lbs. One mile and a half.
Mr. Evelyn's Sir Mordred (Vida) 1
Mr. Lamerton's Mameluke (Rowe) 2
Mr. Ezra's Juniper (Ezra) 3
Time 3.28 3/5.

To-day's Results.
The following are the results to hand as we were going to press:—
Northern Cup.
Value, Tls. 250. Second pony Tls. 75. Third pony Tls. 50. For China ponies; three-quarters of a mile.
Castlefield (Stewart) 1
The Woodlark (Hill) 2
Aldwych (Burkill) 3
Time 1 min. 31 1/5 sec.

China Cup.
Value, Tls. 250; second pony Tls. 75; third pony Tls. 50. For China ponies. One mile.
Mameluke (Rowe) 1
Wakefield (Stewart) 2
Ye Conjuror (Heard) 3
Time 2 min. 09 3/5 sec.

STUDYING THE WAR—BULLETINS.

"Bystander," writing in the *San Francisco Chronicle* says:—
A few days ago I joined the throng in front of the *Chronicle* office engaged in studying the bulletins, and made believe that I was as much interested in the bits of intelligence displayed at frequent intervals as any one in the crowd.

Presently I ventured to ask one of the bystanders what he thought would be the probable effect of a rumored movement described briefly in the latest bulletin displayed.

"Oh, that's a lie. Nobody believes the yarns that are printed in the American papers, and as for them things," and he snuffed contemptuously as he nodded his head in the direction of the bulletin roll on which the bulletins were written, "they are made up in the office there."

This silly attracted the attention of two or three of the nearby students of war news, who pressed up closer and indicated approval of his incredulity in various ways.

Encouraged by their approbation, he unbundled him of some special knowledge he possessed concerning the operations before Paris, and presently exhibited to great familiarity with the defenses of that capital that one of his auditors suggested that if the French knew he was out of a job they would send for him and give him General Joffre's place.

"I say, General," started another, "where did you get your facts about the defenses of Paris?" The challenge which the inquiry seemed to involve did not pass unheeded. It put the long distance strategist on his mettle, and he discarded eloquently on the movements of troops, and proved conclusively that the allies were on the point of crumpling up the whole German line.

And then there was war. A Teuton changed his attitude of contemptuous listener, and sardonically asked where he got his information, at the same time insisting with emphasis that it was all wrong, no matter from what source derived.

"I'll bet you a million dollars I am right," declared the strategist, "and I can prove it."
"How?" asked the German.
"Come right along," and a group, including the German, followed him into the *Chronicle* business office and asked for permission to look at the file of the paper for a week back.

The Bystander did not take the trouble to learn how the dispute was settled, but as he was about to move away the policeman who seems to it that no riots develop among the unbelieving Thomases, remarked:
"Them guys make me sick. They all say that the news is all lies, and then they stand around all day with their mouths wide open and suck in every word that is written on the board."

A Shanghai Suit.

In the U. S. Consular Court at Shanghai last week, before Mr. N. F. Johnson, J. B. Meltz appeared on a judgment summons for the non-payment of \$886.70 due to Bickerton's Hotel. The plaintiffs were represented by Mr. J. W. Rice. In answer to counsel, defendant stated that he had not paid the debt, nor any part of it, simply because he had no money. He had been working on a "Social Directory," seventy-six copies of which had been sold, and he had collected \$420.—Evidence was given by W. G. Murphy, and the case was adjourned for counsel to submit a suggestion as to the form of the order to be made by the Court.

CANADA AND THE WAR.

Her Compensations and Losses.

In the hour of our need Canada has lost no time in showing her loyal eagerness to help the Mother Country with men, money and food, says the *Globe*. And the loyal spirit, which prompts such ready service, will not grumble at the inevitable burdens which the war must throw upon the people of Canada. Canada will not suffer very much from the specific fact that she, as part of the British Empire, is at war; but she cannot escape the effects of the world-wide convulsion in the financial, commercial and economic ties which in these modern days bind ever closer the interests of all civilized nations.

At the outset let it be said that there is no need to paint the situation too black, and to descend to the gloomy forebodings that hostile critics in the Press have been freely indulging in of late. Of course the war will hit Canada hard; it will reduce, but it will not kill her prosperity. She has an excellent banking system and the outlook for her farmers is fairly bright. These two facts counterbalance a multitude of fears. Moreover Canada will have compensations as well as losses. Let us look at the brighter side first and weigh up the dangers afterwards.

Take first the prospects of the Canadian farmer—a factor of essential importance to a great agricultural country like Canada. None of the belligerent countries except the United Kingdom import much grain or foodstuff from Canada. But on the other hand the United Kingdom imports grain largely from the Continent of Europe. From Germany and Austria we shall not import during the war, and our supplies from Russia, France and possibly Roumania will be greatly curtailed. Here the Canadian farmer may find his chance, if crops prove above the average, to send him will receive enhanced prices. The totals of various kinds of grain that the United Kingdom imported from the chief Continental belligerents in 1912 are as follows:—Wheat 113,342,000 cwt., oats 5,332,000 cwt., barley and rye 6,904,000 cwt., maize 6,802,000 cwt. Here is the Canadian farmer's chance, but of course he will have to compete with British India, Argentina, the United States, and Australia for supplying our shortage. In view of "war prices" the Canadian farmer need have no fears.

If the farmer's outlook is good, what of the Canadian industrialist? Here a famine of working capital is the great danger. We may ask, what are the chances of loss and of gain—gain, provided that capital can be secured. Canada's imports and exports from the Continental belligerents last year were valued as follows:—

Imports from Exports to
France..... 23,181,000 \$527,170
Germany..... 2,922,000 699,000
Belgium..... 826,000 939,000
Austria-Hungary..... 850,000 32,000
Russia..... 100,000 441,000

From France and Germany, Canada's chief imports are silk, cotton, and woollen manufactures, fancy goods, drugs and dyes, furs, and manufactures of metal, cutlery and metals. In every one of these branches the United Kingdom should be able to supply Canada's requirements, although, of course, the United States will prove a stout competitor with us in these markets.

The chief of Canadian manufacturers' exports to the belligerent countries of the Continent are iron and steel, and agricultural implements. Altogether there should be plenty of openings for more trade between Canada and the United Kingdom.

OUR TROOPS.

How They go to Battle.

New York, Sept. 25.—A tale of warfare from the British camp in France, vivid with description of the way the English forces faced death on the battlefield, of the jokes they cracked and the prayer they said with the bullets sweeping their ranks, was brought to New York to-day by the Rev. James Molloy, a native of Trenton, N. J., who served as chaplain for several weeks with one of the British regiments in France and returned home to-day on the Mauretania.

"In a modern battle there is an overpowering sense of unreality," he said. "The business of seeing men kill each other seems mechanical because of the preponderance of the machine element in the affair; the human element simply bleeds and dies, but the machines continue in their perfection of slaughter."

"The conduct of the English and Irish soldiers in the trenches was surprising. These men stood behind shoulder-high mounds of dirt, facing level sprays of death in front, yet cracking jokes and singing snatches of music hall ballads between volleys. Stupendous bravery, I call it, or stupendous absence of nerves."

Sporting with Death.
"I have heard men under the crashing of the fire of the terrible German guns and with comrades dropping all about them unite in roaring 'I's a Long Way to Tipperary' as if they were in the barracks. Sometimes I'd hear a big Irishman call out to a neighbor in the trenches 'Well, I winged that Dutchman, all right.' The business of killing with them seemed personal and to part take of a sporting event."

"But how the Germans did pound that British line at Mons! They came on and on, never stopping, never faltering. The German commanders threw their men into the face of the British fire with absolute recklessness, counting on the sheer weight of numbers to overwhelm us."

Germans Mowed Down.
"To see those German lines move forward through glasses was like watching regiments of toy soldiers pushing across a table. You'd see a long row of pale blue blocks, topped with helmets; break from cover and come rushing at you. Then a British gun at your elbow would speak, a shell would burst in the midst of that blue block, a great hurling up of smoke and soil, and the block would be gone. Nothing left but a few little men madly running back through the haze of powder smoke."

Now we come to the dark spot in the outlook. Canada as a new and rapidly developing country depends to an immense extent on borrowed capital. The ready flow of capital is immensely important to Canadian industries and municipalities. The amount of capital borrowed publicly on the London market in recent times is as follows:—

1911—\$41,214,700
1912—\$46,893,000
1913—\$44,119,000
1914—\$33,770,600

First Six Months.
These figures are those compiled by the *Economist*. They represent only public borrowings on the London market, and it must be supposed that large sums invested privately would swell these figures to a much higher level. States, municipalities, and industries will be very hard hit by the sudden cessation of this great flow of working capital. But, as has been said before, there is no need to take panic. Canada's banking system and a continuous flow of good crops (if this is vouchsafed) will help her to win her way through a very trying period.

THE TRAMWAY CASE.

Further Evidence Given To-day.

At the Summary Court, this morning, the case was resumed in which J. S. Obalmers, a surveyor in the Public Works Department, sued the Hongkong Tramway Co., Ltd. for damages for alleged wrongful imprisonment. The claim is for \$1,000.

Mr. Course, traffic superintendent of the defendant Company, said that with regard to breaches of the bye-laws, the defendant's inspectors had instructions that if a passenger, failing to produce his ticket, refused to leave the car, or give his name and address, they were to seek the aid of the police in getting them. If the passenger still refused, the inspectors had instructions to go no farther. Inspectors had no instructions to arrest or charge passengers guilty of such breaches of the bye-laws.

The evidence of Inspector P. O'Sullivan, who was recalled, was here interposed. The tramway inspector asked him to charge plaintiff under clause 11 of the Tramways Ordinance.

In cross-examination witness said the complainant would give him the facts and he would lay a suitable charge. Sometimes when the facts were detailed to lay a charge, the tramway inspector definitely pointed out the section under which he wanted the plaintiff charged.

Mr. Course, in cross-examination, said he was at Home when the books of rules, copies of which were produced in Court, were printed. Witness said the responsibility fell on the police, because they had the right to accept or refuse a charge. The Company's employees had no right to prefer a charge before notifying Mr. Kennedy or himself.

Witness was of the opinion that the words "to charge any passenger" in the book of instructions must not be read too literally.

Mr. Kennedy, recalled, stated that at the outset he was of the impression that the plaintiff's offence was against section 50 of the bye-law 11. He saw now that it could not be under 50.

The words "to charge" meant to tell the policeman what offence the passenger had committed; it did not mean to charge a man at the Police Station, or take him there.

Mr. Potter, then proceeded to address his Lordship on the case for the defence. There were two points, he claimed, which the plaintiff had to prove, first that he was arrested by the inspector; that seemed easily done, but on the authorities it was difficult, and, secondly, that if he was arrested by the inspector he had authority to do so from the Company. The plaintiff had to prove both of those points, and unless he had so, his case failed. The proposition that he was going to put before his Lordship was that if you call in a policeman and state what has occurred, and having received your statement of facts, the policeman then proceeds to arrest the accused, that did not constitute a false imprisonment on the part of the person who complained, but might make him liable in an action for malicious prosecution, with which they were not concerned that day.

Speaking in mitigation of damages, Mr. Potter submitted that, if his Lordship was against the defendant, he ought to find for the plaintiff the smallest coin of the Colony—one cash. Supposing the plaintiff had paid for his ticket, by not giving up his proper ticket, he had broken bye-law No. 11, and could have been prosecuted and fined for it, under a bye-law which the authorities of the

VOLUNTEER RESERVES

Orders issued to-day by Major Wakeman state:—

Nos. 1, 2 and 3 companies will parade on the Cricket Ground at 5 p.m. on Thursday, the 12th inst.

All musketry score registers, properly made out, to be sent in by Group and Section Commanders to the Adjutant by Thursday, the 12th inst.

Scout Promotions.

The *Scouts Gazette* states that on the recommendation of the Chief Scout, the Board of Control have appointed Patrol Leader Murray to the rank of Assistant Scoutmaster of the Senior Troop. Scout M. Baptista is promoted to Patrol Leader of the "Wild Boar" Patrol.

Gone to the Front.

The *Scouts Gazette* (says the St. Joseph's *Scouts Gazette*) will be pleased to hear that their old friend and instructor, Mr. E. J. Brookes, has gone to the front. In a letter to me he sent his greetings to his brother Scouts and hoped soon to come back again among them and have a repetition of the good times he has so often enjoyed. We all wish him the best of luck wherever he may be and reciprocate the wish that he may soon rejoice us.

Marine Offences.

Two Chinamen were charged at the Marine Court, this morning, with permitting their boats to sail in the Harbour during prohibited hours. One was fined \$15 and the other \$10.

Colony said was a perfectly good one. His Lordship had also to decide whether the plaintiff's conduct was reasonable or not. He did not think they could come across a case more unreasonable. If he were to get ratification of his conduct by means of damages, there would likely be a lot more cases such as these.

Mr. Jenkin dealt with the question as to whether the defendant's inspectors had instructions to arrest passengers for breach of bye-laws. He thought he would satisfy the Court that there had been express instructions, and upon the face of the instructions no more shameful defence could be put forward by the defence. They had got two sets of rules.—One set as printed and an absolutely diametrically opposed set of verbal instructions. Faced with the printed rules, Mr. Kennedy had whittled them down by torturing the King's English by saying that "seize" did not mean seize, that detain meant looking over the side of the car until a policeman came; that "handing a man over to the police" meant leaving it to a policeman's discretion, and that "charge" did not mean charge. His friend had threatened his Lordship that he could not find for the plaintiff without discarding the evidence of Mr. Kennedy or Mr. Course. Who cared for Mr. Kennedy or Mr. Course, who took the instruction book in hand and gave child-like interpretations of ordinary words. Why should not Mr. Kennedy and Mr. Course be discredited? What did it matter? The administration of justice had nothing to do with the status and high standing of witnesses in the box. If the Chinese manager of a steam launch company gave such evidence, his Lordship would probably be shocked with his demerour and order him from the box. The case was proceeding as we went to press.

DIARY OF WAR.

COUNTRIES AT WAR.

Germany against	Britain.
"	Russia.
"	France.
"	Belgium.
Austria against	Serbia.
"	Russia.
"	Britain.
"	France.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought It About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austria-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 8 p.m. same day.

July 24.—Details of Note published and proved unexpected. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Osasacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War

declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Oiry.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians rout Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier, German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romanoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Loxon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compeigne, and is engaged by British, who capture ten guns.

Sept. 2.—List of British casualties published. Details:—Officers killed 36; wounded 87; missing 95. Men killed 127; wounded

629; missing, 4,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hailoz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 200,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Bawarska, and convert Galicia into Russian Province. British casualties to date:—Officers: killed, 63; wounded, 162; missing, 230. Men: killed, 212; wounded, 1,061; missing, 13,413.

Germans retire before the British and cross the Marne. September 10.—Force of 60,000 Germans harrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Harbartsbohe, German New Guinea. French troops occupy Soissons and Luneville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties, 20,000 men at Nancy and 11,000 men at Luneville.

Sept. 14.—Germans evacuate Amiens and give way at Reuilly and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Bawarska, and occupy Czernowitz. Servians defeat 90,000 Austrians at the angle of the Rivers Drina and Sava. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 17.—Germans halt in their retreat and take up entrenched positions; Battle of the Aisne begins. Austrian armies evacuating Galicia, in a state of complete rout. Announced that Government of India bears cost of Indian Expeditionary Force.

Sept. 18, 19 and 20.—Battle of the Aisne continues, German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Cressy and Hogue sunk by German's submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tieltingen.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Forces.

Sept. 28 and 29.—Battle of the Aisne continues; Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line.

Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported halting to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroon River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France, Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Tieltingen, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues, German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiauchau Bay. Big battles still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commander under

Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive; "real progress" reported.

Oct. 11.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontopros (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ypres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian cruiser off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianas and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Crefeld arrives at Las

Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer Bidger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica; and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer.

Turkish warships enter open port of Odessa and bombard Russian ships, Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieuport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Con-

stantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment.

British and French Ambassadors leave Constantinople. Announced that 2,000 armed Bedouins have penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of £200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akaba, which is evacuated. Terrifying story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. Germans abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jade Bay and sinks.

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

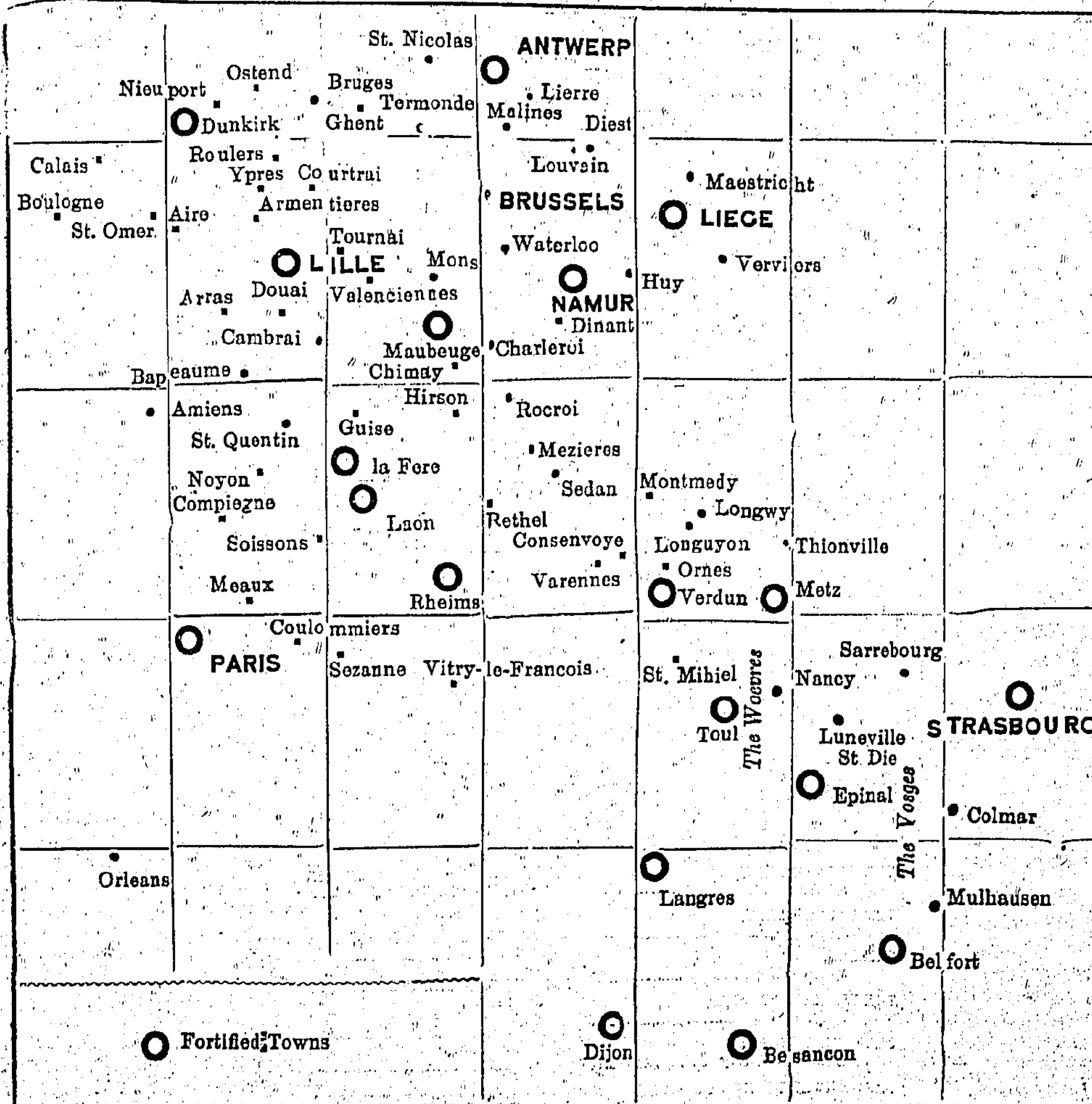
Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tsingtau announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Germans have continued their plans of severe counter-attacks on the Left and in the centre, but have everywhere failed.

KING ALBERT INTERVIEWED.

Belgium's Past, Present and Future.

Dr. Charles Sarrailh, the special correspondent of the *Daily Chronicle*, writing from Antwerp, says:—

King Albert of Belgium is probably to-day the most prominent, as he is certainly to-day the most picturesque figure in Continental politics. To him has been given the imperishable fame of playing the chief part in one of the most inspiring episodes in the annals of human heroism. To him has been allotted the glory of being the leader of his people in a momentous crisis which is changing the whole course of universal history.

Until two months ago it was known to but a few outsiders that this young ruler of a seemingly retiring disposition had inherited to the full the extraordinary political capacity of his two predecessors, and that he combined the strength of character and indomitable will of his uncle Leopold II. with the tact and wisdom of his grandfather Leopold I., the trusted counsellor of Queen Victoria. Under ordinary circumstances in a small constitutional monarchy there would have been little scope for King Albert's exceptional gifts. Under ordinary circumstances the policy of the ruler would have been overruled by the politics of the contending parties. But in times of storm and stress the strong man has his opportunity, and the young Belgian King seized it with prompt and unflinching decision. To him more than to any man living is due the failure of the German plan of campaign. It is because he has shown the foresight and firmness of a statesman, it is because he was imbued with a keen sense of national honour that Belgium has been saved from becoming a German satrapy, and all other European Powers from becoming mere satellites of the German Empire.

I had the great honour of being received by his Majesty at the Palace of Antwerp in private audience, and of listening for about an hour to the exposition of his Majesty's political views. It is needless to say that, from beginning to end, the war was the one absorbing topic. It is equally needless to add that it is impossible for me to repeat the details of my conversation with the King. His Majesty spoke with the utmost freedom and frankness, because he knew that his confidence would not be abused. I must therefore content myself with only indicating the general lines and the general conclusions of the Royal argument. I may be permitted to say that his Majesty had summoned me to the palace after perusing my book on the Anglo-German Problem.

The opinions and anticipations expressed in my book formed a starting point and a common basis of argument and agreement. It was the King's firm conviction that this war was not a mere accident, a bolt from the blue. The Serbian tragedy was a mere pretext. Any other incident might have served as well. To the knowledge of His Majesty, the war had been deliberately prepared. It was the direct outcome of the reactionary spirit, of the brutal militarism and the cross materialism prevailing amongst the ruling caste and amongst the immediate entourage of the Kaiser.

For the last five or six years, so King Albert informed me, he had had many opportunities in his travels and in his intercourse with prominent Germans to observe the growing insolence and aggressiveness of the military caste. His Majesty recalled to me how he had been driven to the conclusion that a new and perilous spirit had gained the ascendancy in Berlin, and that the attack on the part of Germany was to be expected. About 18 months ago things suddenly changed for the worse, and the situation became alarming. Certain facts were disclosed of so threatening a nature that in November, 1912, at the instance of the King, the Belgian House of Parliament held a secret sitting in order to consider urgent pre-

cautionary measures. The warnings of King Albert were listened to. A drastic military programme which had been delayed for 30 years, and which King Leopold II. had advocated in vain, was immediately adopted.

An historical parallel irresistibly suggests itself to our consideration. The French Parliament of 1807 rejected the military reforms of Marshal Niel. The catastrophe of 1870 was the outcome. The Belgian Parliament of 1912 passed the new military law. The heroic resistance of the Belgian army was the result, and the result would never have been achieved without the persistence and determination of King Albert.

It was obvious to me that King Albert had the most implicit confidence in the final issue, and that he had an absolute trust in his English allies. But it was equally obvious that for the present what was uppermost in his Majesty's mind was not the anticipation of victory and of a just retribution to be inflicted on the invader, but rather an acute sense of the tragic solemnity of the hour and to the huge difficulties to be overcome. King Albert was convinced that these difficulties could only be overcome through a systematic organisation of all the material and moral resources of the nation against the common enemy, and through the merging of all party differences, through a wholehearted co-operation to the ruler, with the elected representatives of the people. In order to insure that unanimous agreement King Albert called in the advice of the Socialist leaders. From his accession to the throne the King has been an ideal democratic and constitutional ruler.

As he said to me with subdued irony: The parliamentary form of government may have many shortcomings, but no independent German Parliament could have blundered into such a ghastly catastrophe.

King Albert has good reason to be proud of the heroic achievements of his people. But never was there a ruler less intoxicated by the pomp and circumstance of war. Never was there a pacifist more deeply moved by the horrors of "civilised warfare."

He impressed me as overwhelmed by the agony and anguish of martyred Belgium. His anxious sympathy for the sufferings of his people was reflected in his every word and expression. It had been decreed one hundred years after Waterloo that Belgium should have become once more the battlefield of nations. It had been decreed that millions of soldiers should ravage her territory, sack her villages, destroy her cities.

What will remain, the King exclaimed in despair, of Belgium's thriving industries, of her commerce so laboriously built up? Brussels and Liege and Namur in the power of the enemy, Malines, Louvain, Aerschot destroyed, the whole of the territory given over to plunder—what will remain of my sorely tried country? And what further excesses will these barbarians be guilty of, maddened by the stubborn resistance of our gallant army? When victory finally decides in our favour, what wreckage will have accumulated? If the Germans were to continue their depredations for a few more months, the country would be a desert.

It was on these melancholy forebodings that his Majesty took leave of me. Alas! before a few hours were over those forebodings had received fresh confirmation. A Zeppelin had performed one more exploit. Antwerp, which had extended such generous hospitality to a whole colony of German subjects, was threatened with destruction, and a bomb burst a few yards from the Royal Palace! The Zeppelin seemed to be deliberately aiming at the lives of King Albert, of his gracious Consort, and of the Royal Princess.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.
5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the Post Office, to be forwarded to the destination from which they sailed, or anywhere en route to Hongkong.
7. The above regulations will not affect the licensed private letter boxes carried between Hongkong & Canton by the vessels belonging to or managed by the Hongkong Canton & Macao Steamship Company.

UNTIL FURTHER NOTICE THE NAMES OF THE VESSELS BY WHICH MAILS ARE FORWARDED WILL NOT BE ADVERTISED IN THE MAIL NOTICES.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS, THE POST OFFICE CANNOT BE RESPONSIBLE FOR ANY LOSS OR DAMAGE WHICH MAY BE DONE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETTE, OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPT, IS RESUMED FOR ORDINARY PARCELS ONLY.—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

A late mail for Swatow, Amoy & Foochow will in future be closed or all Douglas steamers 24 minutes before each steamer sails. Ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G. P. O. in the lane off Des Voeux Road.

War risks are not covered by postal registration or insurance.

The services to Germany, Austria, and Tsingtau are suspended.

The New Year Parcel Mail will be closed at 5 p.m. on Thursday, the 19th inst.

Insured Parcels will only be accepted for the United Kingdom.

MAILS CLOSE TO-DAY.

Swatow, Amoy, Formosa via Takao & Amoy. 10th Nov. 5 p.m.

Shanghai and North China (Europe via Siberia) 10th Nov. 5 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. 11.30 a.m. Monday, 16th November.)

TO-MORROW.

Hoihow, Halphong, Hokow & Pakhoi. 11th Nov. 10 a.m.

Swatow, Amoy & Foochow. 11th Nov. 11 a.m.

Swatow, Amoy & Foochow via Koolung Shanghai, North China, Japan, via Nagasaki, Victoria, B.C., via Tacoma & United Kingdom via Canada. 11th Nov. 1 p.m.

Newchwang. 11th Nov. 3 p.m.

THURSDAY, 12th Nov.

Hoihow, Pakhoi & Halphong. 12th inst. 9 a.m.

Shanghai and North China (Europe via Siberia) 12th inst. 2 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. at 5 p.m. Monday the 16th inst.)

Straits, India via Calcutta. 12th Nov. 2 p.m.

Shanghai & N. China. 12th Nov. 3 p.m.

FRIDAY, 13th Nov.

Sundakan. 13th Nov. 11 a.m.

Swatow & Bangkok. 13th inst. 3 p.m.

SHIPPING NEWS.

ARRIVED.

Nubia, Br. ss. 3,697, A. B. Garwood, 8th inst.—Bombay, 23rd ult., Gen.—P. & O. S. N. Co.

Ohikiang, Br. ss. 1,229, O. F. Alnall, 10th inst.—Bangkok, 1st inst., Rice & Gen.—B. & S.

Yuenyang, Br. ss. 1,127, Tough, 10th inst.—Manila, 7th inst., Gen.—J. M. & Co.

Halmun, Br. ss. 611, Stewart, 10th inst.—Swatow, 9th inst., Gen.—D. L. & Co.

PASSENGERS ARRIVED.

Per ss. Nubia from London etc.—Mr & Mrs T. Grimshaw, F. N. Masan, A. S. Alaw, Miss Rogers, H. M. Hall, Mr & Mrs J. J. Robson, Miss Robson, Mr & Mrs Barton Hill, G. R. Sykes, Bishop & Mrs Evelyn, J. E. G. Harrison, Valk, T. A. Kennard, Miss J. Fothergill, Mrs & Master Fothergill, Miss Taylor, Miss J. Fothergill, Miss Wing Sut-ching, H. Brian Bates, Lang Keong, Ling Chuk-wing, H. Aroma, R. Hoke, N. L. Whitford.

Per ss. Yuenyang from Manila—Messrs W. Bowerman, J. Dewar, O. Macleod, A. B. Canon.

PASSENGERS DEPARTED.

On the 7th inst., for London etc.—Mrs Halliday, Mrs Chamberlain, Messrs John McCall, J. T. Bagram, Private J. Dennis, A. Stephens, Chamberlain, Master Chamberlain, Lt & Mrs F. H. Thomas, J. M. Beattie, J. H. Amosuddi, Col. F. Reznick, Col. R. E. Dyer, A. M. J. Mawjee, George Potts, Miss Harland, Hasham Khan, Low Foo-yim, Ho Sow, J. M. Perpetuo, Law Heong-sang, Ho Man-fo, E. O. Brownlow.

SATURDAY, 14th Nov.

Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is. 14th Nov. 11 a.m.

Philippine Is. 14th Nov. 2 p.m.

Amoy & Foochow. 14th Nov. 2 p.m.

Shanghai & North China (Europe via Siberia) 14th Nov. 4 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. 8.30 p.m. Thursday, 19th Nov.)

SUNDAY, 15th Nov.

Swatow. 15th Nov. 9 a.m.

TUESDAY 17th Nov.

Shanghai, North China, Japan via Moji, Victoria, Seattle & United Kingdom via Canada. 17th Oct. 11 a.m.

Swatow, Amoy & Foochow. 17th Nov. 1 p.m.

Philippine Is. 17th inst. 3 p.m.

WEDNESDAY, 18th Nov.

Straits, Ceylon & Europe 18th Nov. 9 a.m.

THURSDAY, 19th Nov.

Wei Hai Wei & Tientsin. 19th Nov. 11 a.m.

FRIDAY, 20th Nov.

Philippine Is., Australia, Tasmania, New Zealand and New Guinea via Thursday Is. 20th Nov. 11 a.m.

THURSDAY, 8th Dec.

Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is. 8th Dec. 11 a.m.

TIDE TABLE.

9th Nov. to 15th Nov. 1914.

High Water	Low Water	High Water	Low Water
Mean Time	Mean Time	Mean Time	Mean Time
Mon. 9	No inferior	Mon. 9	No inferior
Tues. 10	0 10	Tues. 10	0 10
Wed. 11	0 10	Wed. 11	0 10
Thurs. 12	0 10	Thurs. 12	0 10
Fri. 13	0 10	Fri. 13	0 10
Sat. 14	0 10	Sat. 14	0 10
Sun. 15	0 10	Sun. 15	0 10

in morning. Afternoon.

Oysters, Fresh, Fried or Stewed

Findon Haddock, Kippers & Co.

ALEXANDRA CAFE.

WEATHER REPORT.

On the 10th 11.45—Pressure has increased considerably upon the continent and decreased extremely quickly over Japan. An anticyclone of considerable intensity now covers China, and a shallow depression, which formed over Manchuria yesterday, has deepened and moved rapidly eastward, being situated to the east of Hokkaido this morning.

The moonset has freshened and will blow strongly over the northern part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	E and N.E. winds, moderate to fresh; cloudy.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamooks	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

10th Nov. a.m.

Station	Hour	Barometer	Temperature	Humidity	Winds	Weather
Wanchow	7a	30.34	22	nne	1 b	
Nemuro	6a	29.57		s	6	
Hakodate		29.81		n	3	
Tokio		29.85		sw	1	
Kochi		30.01		nw	1	
Nagasaki		30.15		n	1	
Kyushu		30.12		nne	1	
China		30.08		nne	4	
Naha		30.07		ene	1	
Ishijima		30.07		n	4	
Bonin Is.		30.06			0	
Chefoo		30.47	40	74	n	4 bc
Whampoa		30.42	56	53	nne	2 c
Hankow						
Shanghai		30.43	47	n	1 bm	
Guthrie		30.33	59	n	5 ov	
Sharp P.	7a	30.20	67	one	4 c	
Amoy	7a	30.13	63	79	ne	4 bc
Swatow	5a	30.19		s	2	
Taihou		30.04		no	2	
Tainan		30.04		no	4	
Koahun		29.99		no	10	
P'lores		30.04		no	10	
Canton	6a	30.16	61	88	n	2 c
Hokow		30.12	63	70	n	1 c
Gay Rock		30.08		e	4 c	
Macao		30.09	65	nne	2 c	
Wuchow	9a					
Pakhoi						
Hoihow						
Phullen	6a	30.09	70	no	3 c	
Tourane						
St. J.		29.88	75	e	4 b	
Apur		29.97	71	sw	1 c	
Manila		29.93	71	no	1 b	
Legaspi		29.92	78	n	1 b	
Iloilo	9a	29.95	83	no	1 b	
Bacolod		29.93	86	no	1 b	
Cebu		29.93	86	no	2 c	
Labuan		29.86	87			

T. F. Claxton, Director.

Hongkong Observatory, Nov. 10.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, e equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous

Day	On date	On date
Barometer	at p.m.	at p.m.
30.04	30.12	30.10
Temperature	7a	6a
74	68	74
Humidity	7a	7a
70	70	65
Wind Direction	N	N
N	N	E
Force	1	1
1	1	4
Weather	o	o
o	o	o
Rain	o	o
o	o	o
Eight open air temperatures on the 10th	7a	7a
Lowest	Lowest	Lowest
54	54	54

H.K. Observatory, 10th November.

T. F. CLAXTON, Director.

MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call			
SHANGHAI			
SHANGHAI, MOJI, KOBE AND YOKOHAMA		about 16th Nov.	Freight & Passage
LONDON via Singapore, Penang, Ceylon, Port Said, and Marseilles	Nankin	3 p.m. 6th Nov.	Freight & Passage

Subject to alteration without notice.

All steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to

E. A. Hewett,

P. & O. S. N. Co.'s office, Superintendent, Hongkong, 6th Nov. 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10000 tons NILE 10000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA Sa ling TUESDAY 1st Dec. at 1 p.m.
PERSIA (via Manila) WEDNESDAY 16th Dec. at 1 p.m.
CHINA (via Manila) TUESDAY 19th Jan. at noon

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—sail, water swimming, table, Filipino exercises, deck games, dances, etc.—now a dull moment throughout the trip. The safety and comfort of Pacific is our first consideration.

For further information, rates, literature, schedules, etc., apply to
King's Building (Opposite Blake Pier.) R. C. MORTON, Agent.
Panama-Pacific International Exposition, San Francisco 1915 Telephone No. 141

TO SAIL

DOLLAR STEAMSHIP CO.

For Freight Rates and space apply to

THE ROBERT DOLLAR

8, Queen's Building.

V. M. SMITH, Manager.

Printed and Published for the Proprietor, Dr.